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PHOTOGRAPHIC INTERPRETATION REPORT



25X1C

**VITAL RECORDS COPY
SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM**

2-8 MARCH 1967

NPIC/R-39/67

MARCH 1967

SUMMARY 38

W A R N I N G

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SECRET

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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- SPECIAL PHOTOGRAPHIC SUPPLEMENT: Status of the Phnom Penh/Kampot/Sihanoukville Rail Line, Cambodia

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CHINA

Ko-chiu Meng-tzu

Pu-erh

①

BURMA

Ta-lo

Phong Saly

Muong Luong
Nam Tha

Lai Chau

Dien Bien
Phu

Samneua

②

Luang Prabang

Muang
Chiang RaiMuang
Nan

LAOS

VIENTIANE

Nong Khai

Muang Phitsanulok

THAILAND

Muang Nakhon Sawan

Nakhon
Ratchasima

Prachin Buri

KRUNG THEP
(BANGKOK)

Chachoengsao

Samut
Songkhram

Sisophon

Battambang

Pursat

CAMBODIA

PHNOM
PENH

Svay Rieng

Sihanoukville

DAO PHU QUOC
(Vietnam)

Long Xuyen

Sa Dec

Can Tho

Vinh Loi

Quan Long

My Tho

Vinh Long

CON SON

⑧

SOUTH
VIETNAM

SAI GON

Vung Tau

Phan Thiet

Da Lat

Ban Me Thuot

An Nhon

Pleiku

Kontum

⑥

Pakse

Chavane

Saravane

Savannakhet

Seno

Thakhek

Muang Nakhon
Phanom

Lak Sao

Vinh

Pak Sane

④

Mu Gra

Dong Hoi

Ben Quang

Sepon

Quang Tri

Hue

⑤

Da Nang

③

Khanh Hoa

Moc Chau

Hai Phong

①

Lang Son

Thai Nguyen

Cao Bang

Ha Giang

Lao Cai

Lai Chau

Dien Bien Phu

Moc Chau

Khanh Hoa

Moc Chau

Hai Phong

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Cao Bang

Ha Giang

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1. Road Construction, Yun-nan Province, China

The China road, previously reported to extend to within 4.2 km of the Laos border in Yun-nan Province at 21-55N 101-24E (Summary 35, Item 1), is being extended south, generally paralleling the China/Laos border, to join the existing China road network at 21-52N 101-22E. The southernmost segment of this road has been completed to 21-54N 101-26E. Inter-mittent clearing operations, survey lines, and a total of 21 construction camps have been identified between the completed road segments (Figures 1-3). When complete, this road will provide a more direct route between Chiang-Ch'eng, China, and Phong Saly, Laos.

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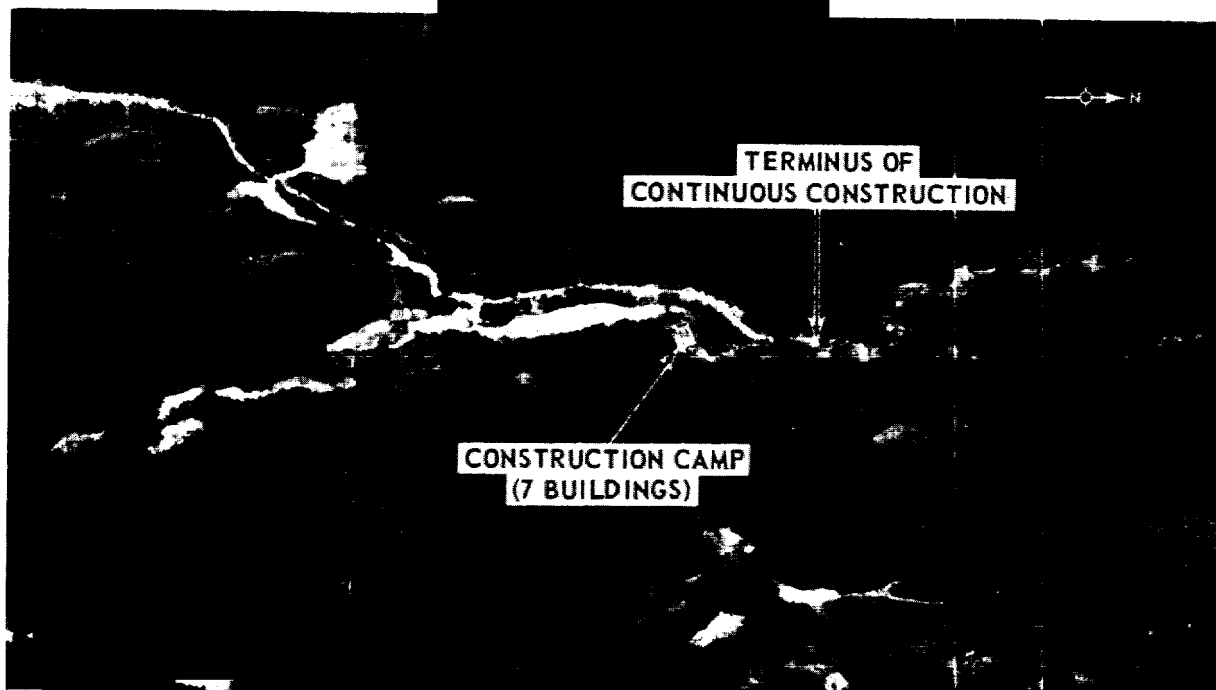


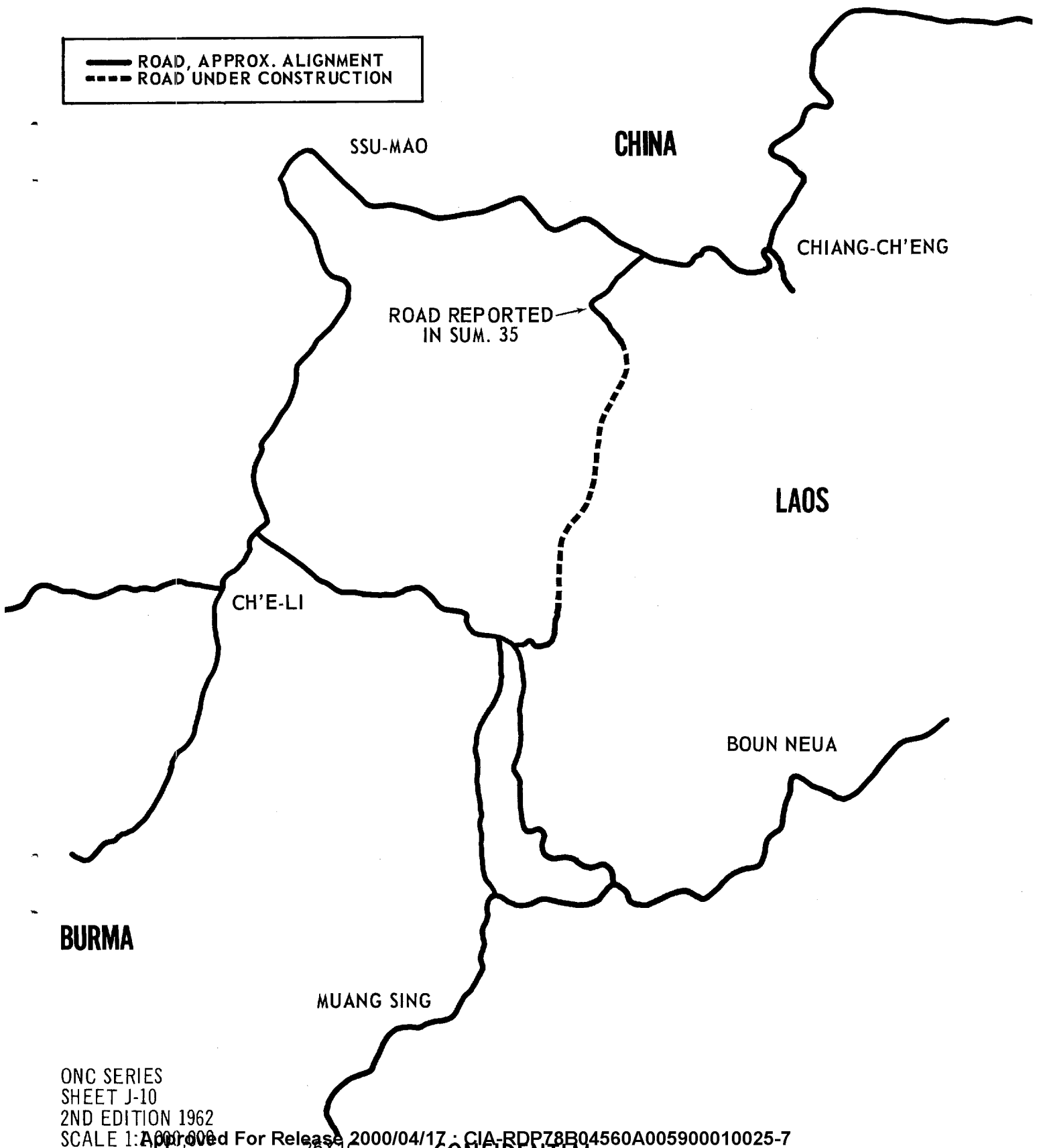
FIGURE 1. ROAD CONSTRUCTION (21-55N 101-24E), YUN-NAN PROVINCE, CHINA

NPIC L-7235 (3/67)

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— ROAD, APPROX. ALIGNMENT
- - - ROAD UNDER CONSTRUCTION



ONC SERIES
SHEET J-10
2ND EDITION 1962
SCALE 1:200,000

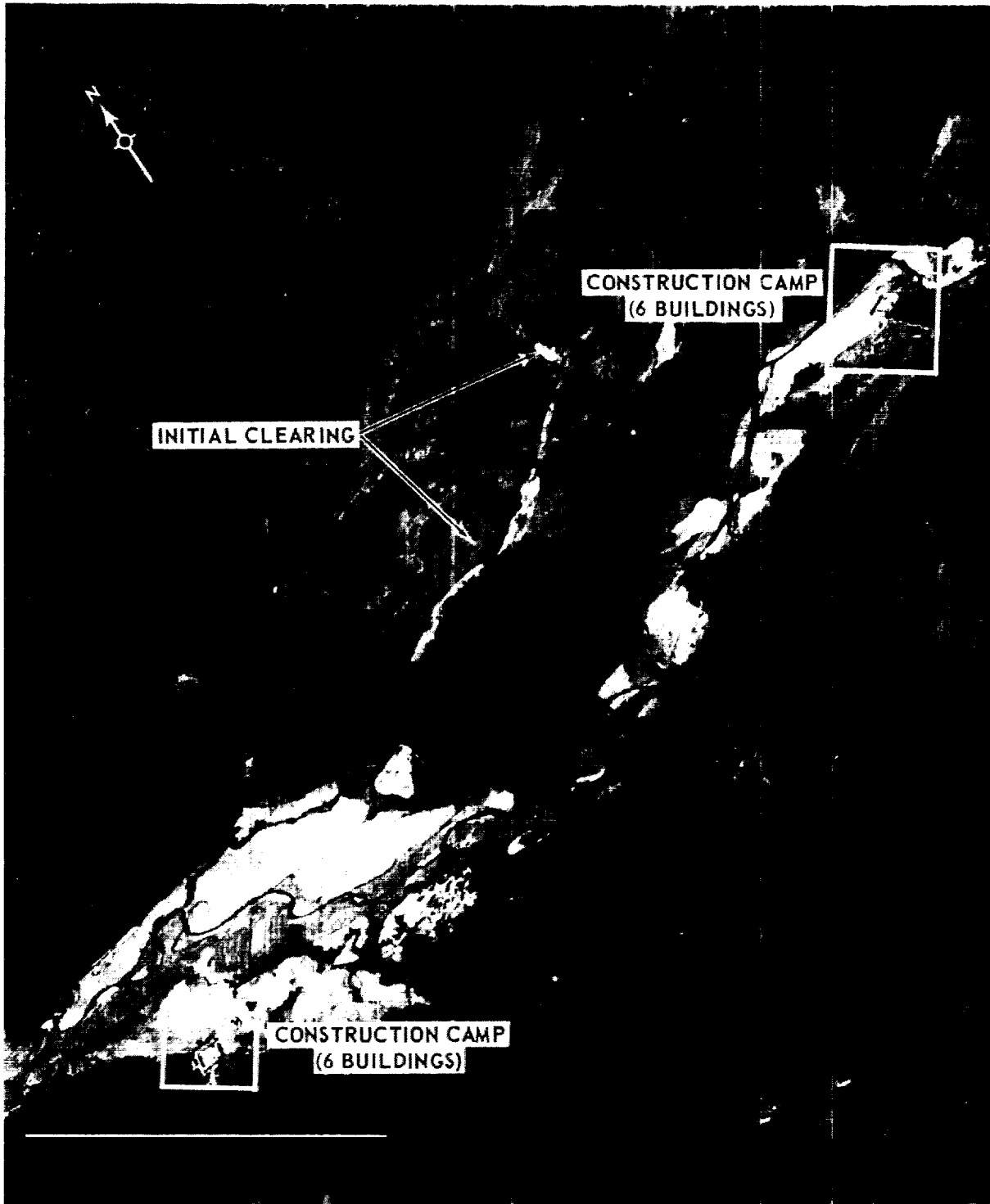
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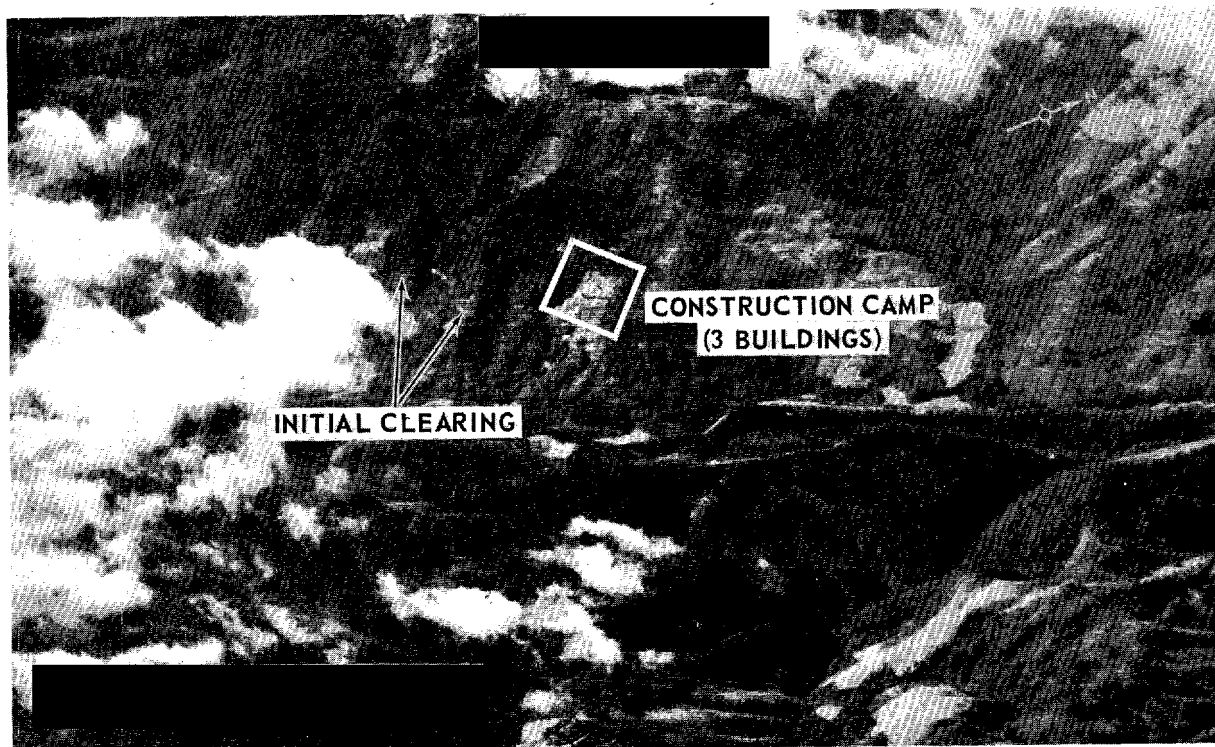
PIC L-7237 (3/67)

FIGURE 2. ROAD CONSTRUCTION 22-22N 101-35E, YUN-NAN PROVINCE, CHINA

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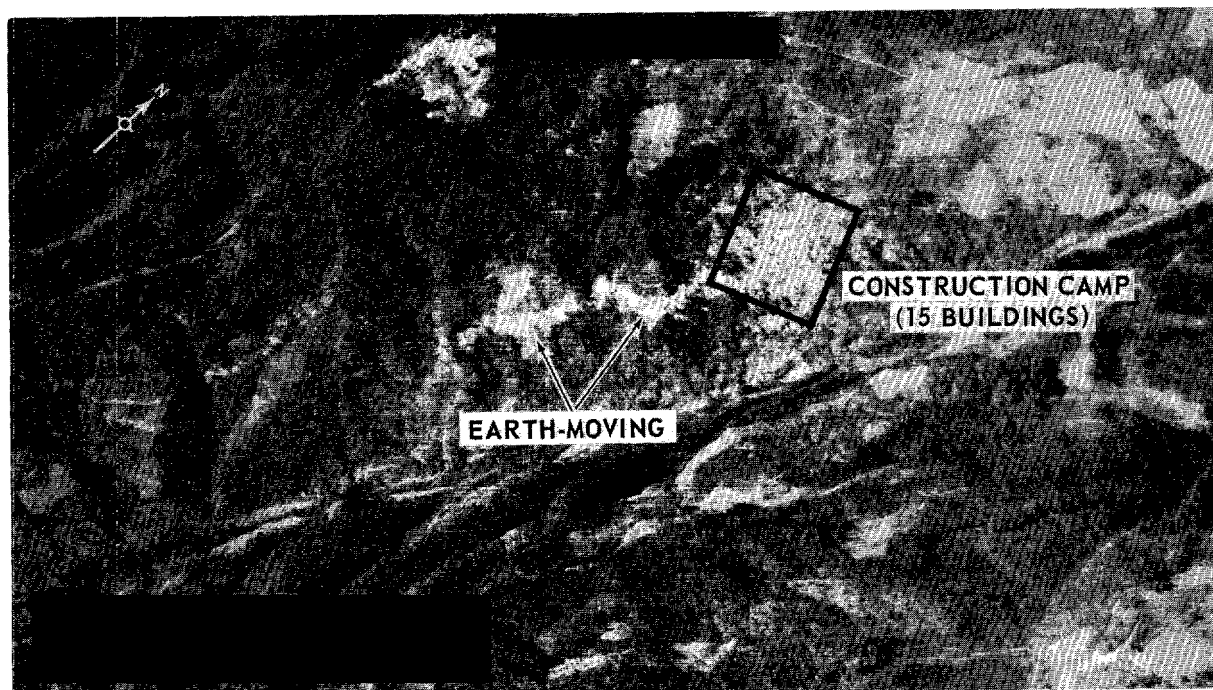
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25X1D

25X1D



25X1D

NPIC L-7238 (3/67)

FIGURE 3. ROAD CONSTRUCTION(22-01N 101-27E) YUN-NAN PROVINCE, CHINA

2. Road Construction, Route 19, Laos

Construction continues on the southern extension of Laos Route 19 toward the Nam Ou (river) in the vicinity of 21-08N 102-38E. The intermittent clearing and grading operations between UTM TJ553397 and TJ550370, reported in Summary 32, have now been joined with the exception of an approximately 250-yard segment (Figure 5). A probable road survey line extends west from the village of Sop At at UTM TJ483315, the projected probable southern terminus of Route 19, to UTM TJ456313 (Figure 4).

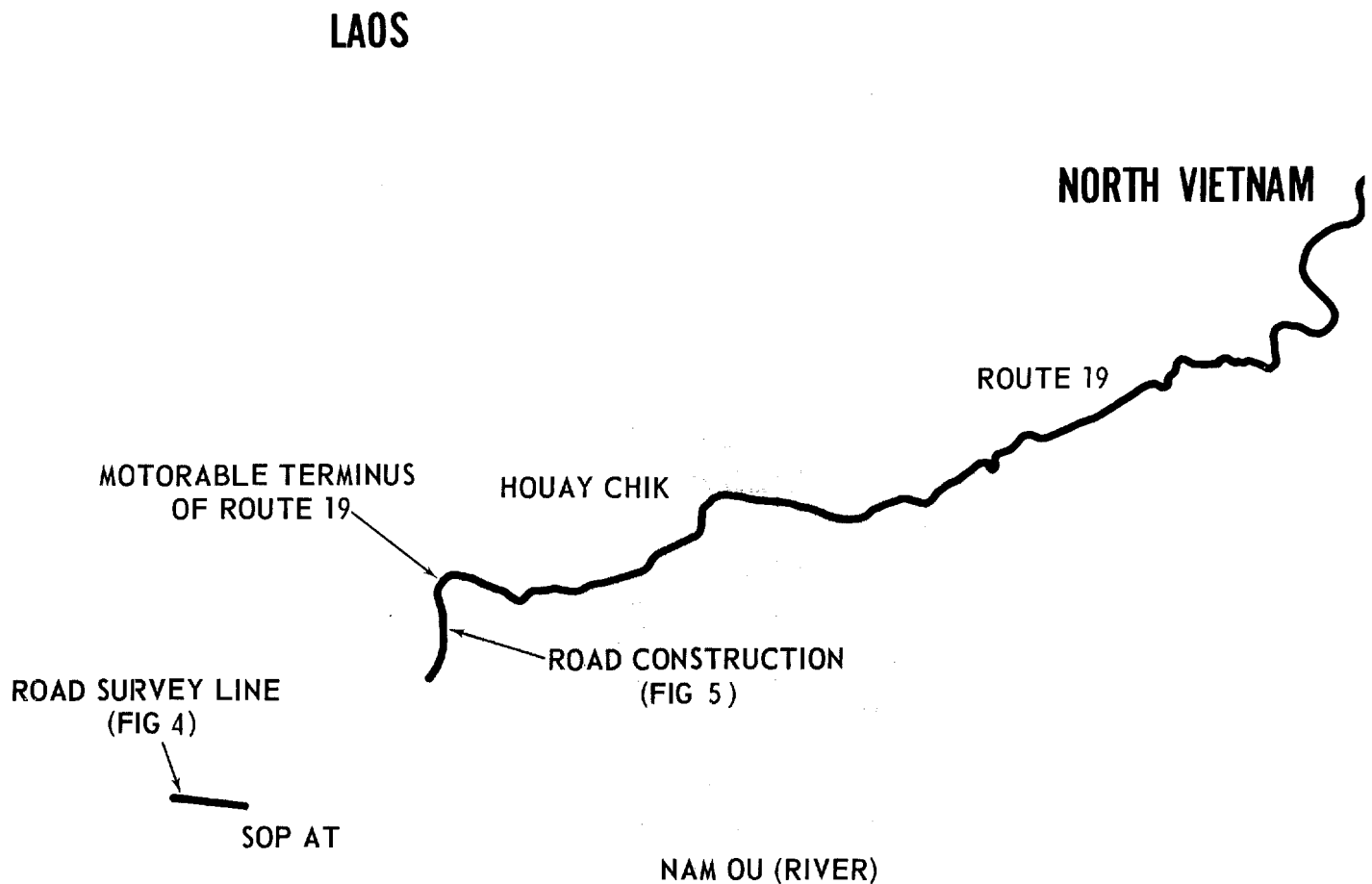
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FIGURE 4. ROAD CONSTRUCTION, NAM OU (RIVER), LAOS

NPIC L-7239 (3/67)

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FIGURE 5. ROAD CONSTRUCTION, ROUTE 19, LAOS

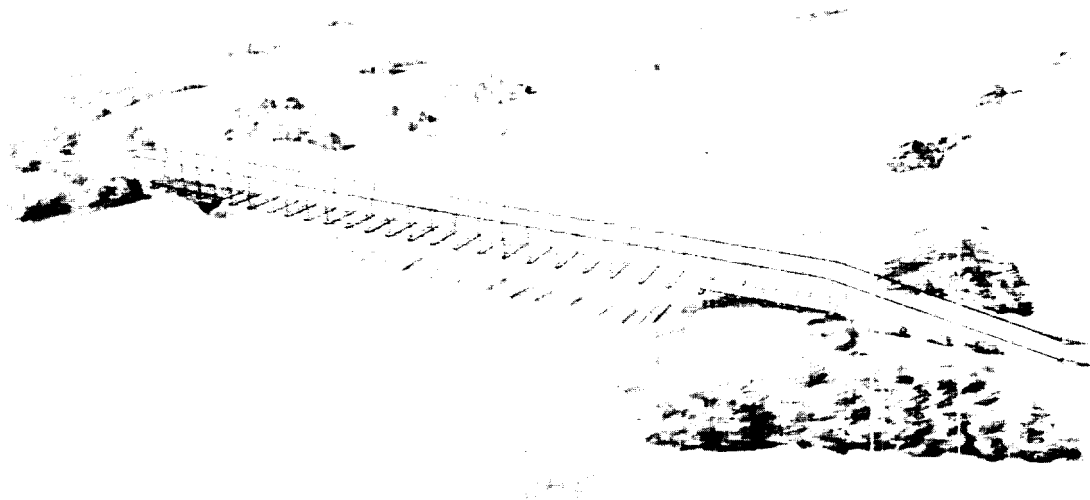
NPIC L-7241 (3/67)

3. Cable Suspension Bridge, Dong Hoa Thuan, North Vietnam

The vehicular cable suspension bridge, located 0.6 mi southwest of Dong Hoa Thuan at 19° 08' 10" N, 106° 50' E and reported in Summary 25, exhibited advanced construction techniques. The bridge, approximately 620 feet long, consisted of 2 suspension cables, supported by towers on each bank, and at least 6 deck cables with wooden cross-beams irregularly spaced for stabilization (Figure 6). Rolled decking, partly in place on 15 Jan 67 (Figure 7), is stored along the approach roads (Figure 8). The bridge was heavily damaged by air strikes on [REDACTED] (Figure 9). The only other bridge in North Vietnam exhibiting the same cross-beam construction technique is on Route 6 (Summary 24, Figure 13).

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NP-1 L-7242 (3 67)

FIGURE 6. ARTIST CONCEPTION OF VEHICULAR CABLE SUSPENSION BRIDGE

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NORTH VIETNAM

DONG PHONG THUONG

CABLE SUSPENSION
BRIDGE

ROUTE 1A

25X1C

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AMS SERIES L 7014
SHEETS 6148 I & 6149 II
1ST EDITION 1965
SCALE 1:50,000

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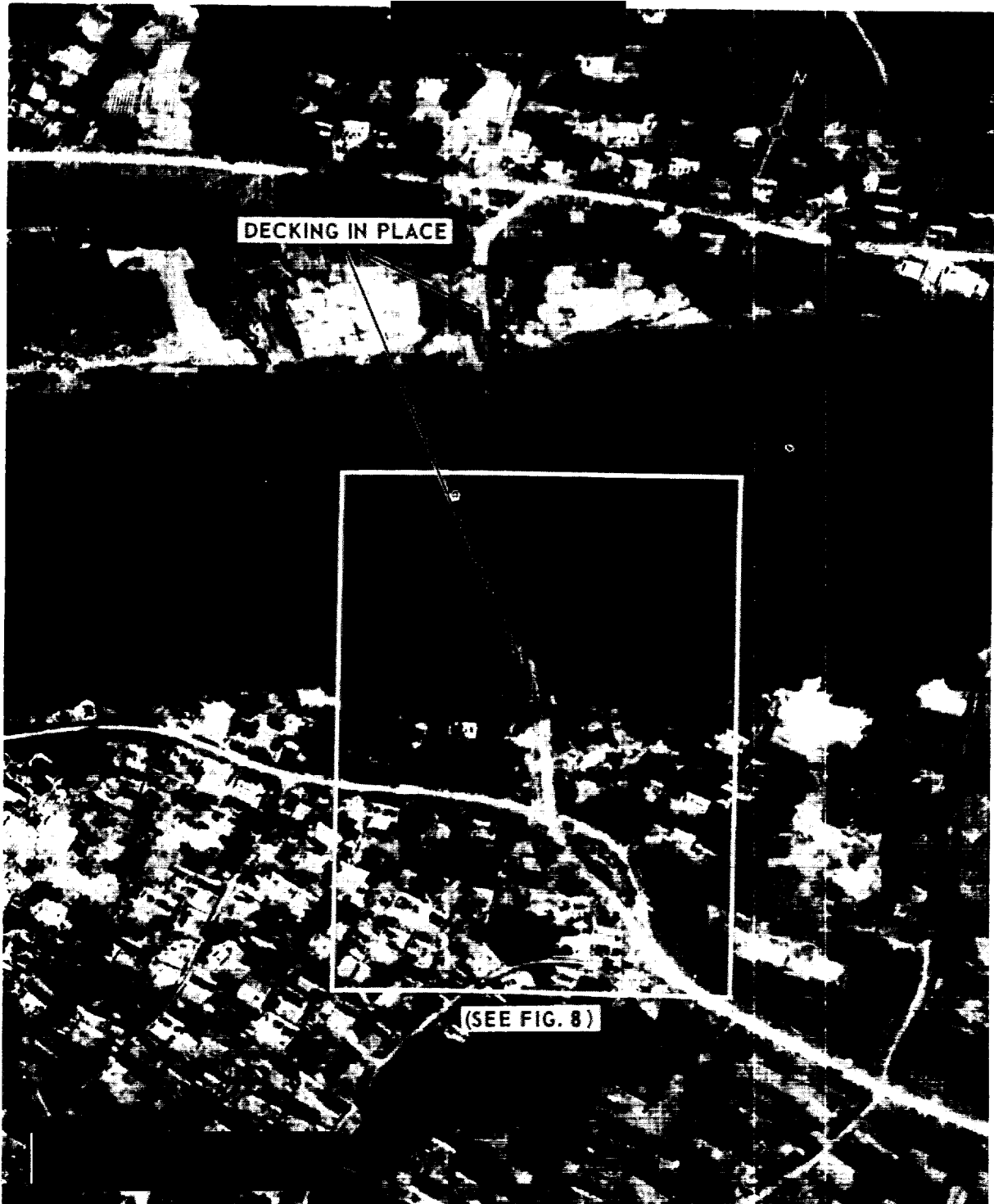
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25X1D



25X1D

NPIC L-7244 (3/67)

FIGURE 7. VEHICULAR CABLE SUSPENSION BRIDGE, DONG PHONG THUONG, NORTH VIETNAM

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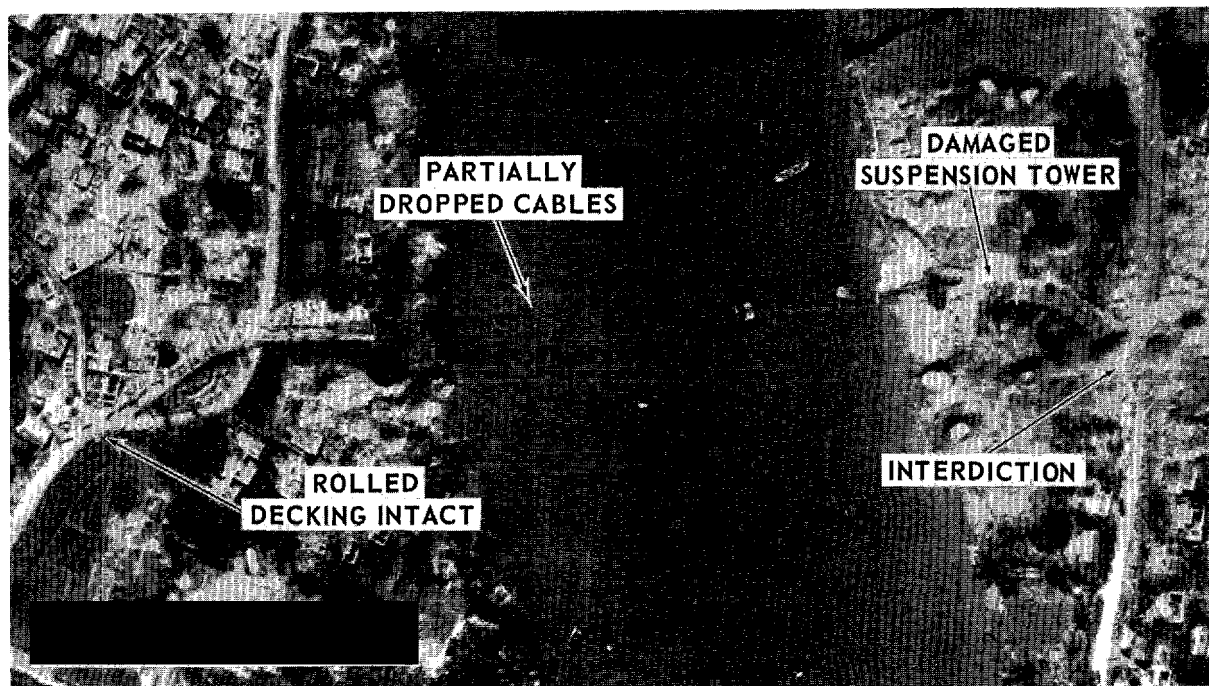


NPIC L-7245 (3/67)

FIGURE 8. VEHICULAR CABLE SUSPENSION BRIDGE, DONG PHONG THUONG, NORTH VIETNAM

25X1D

25X1D



NPIC L-7246 (3/67)

FIGURE 9. VEHICULAR CABLE SUSPENSION BRIDGE, DONG PHONG THUONG, NORTH VIETNAM

25X1D

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4. Road Under Construction, Route 911 Area, Laos

Road construction, extending generally west from Route 911 at 16-50N 106-03E, is identified on photography of [REDACTED]. Road survey lines and initial clearing operations are observed for approximately 1.7 nm between UTM XD123617 and XD091619 (Figure 1C). The construction activity by-passes the active village of Ban Nammi at UTM XD107611.

25X1D

25X1D

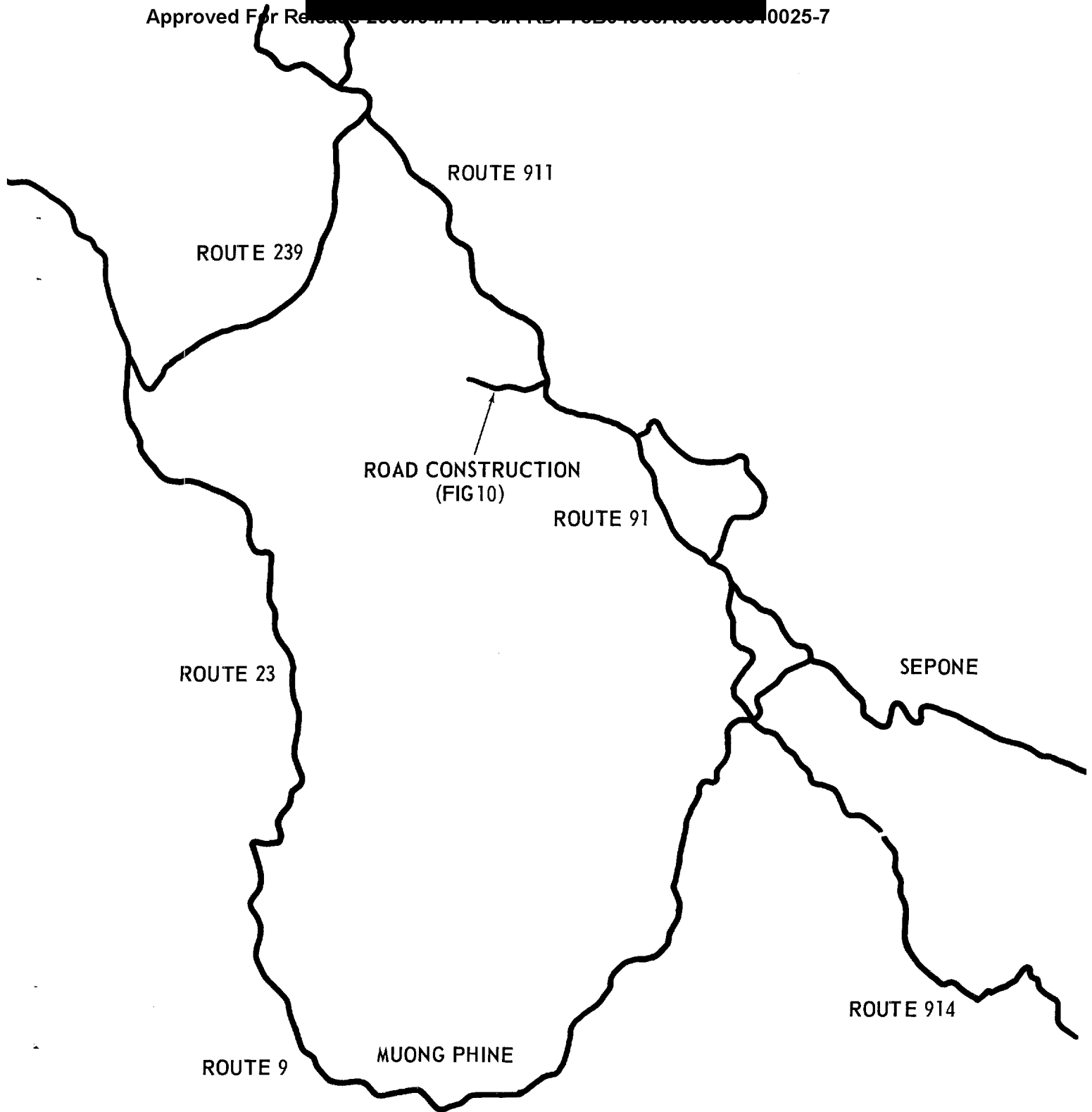
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JOG (A) SERIES 1501

SHEET NE 48-15

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SCALE 1:250,000

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25X1C

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25X1D

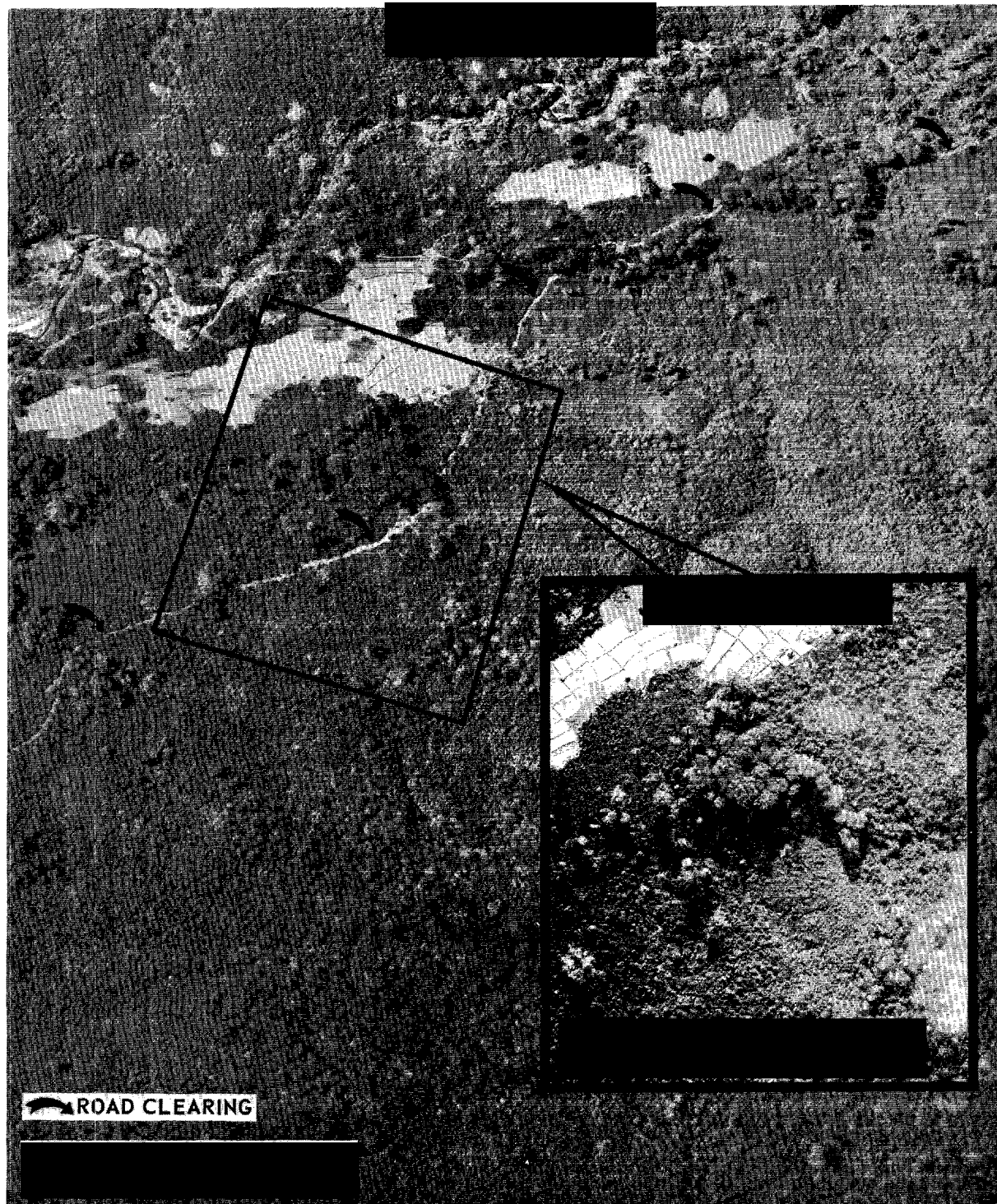


FIGURE 10. ROAD UNDER CONSTRUCTION, ROUTE 911 AREA, LAOS

NPIC L-7248 (3/67)

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5. Landslides Cleared, Route 924, Laos

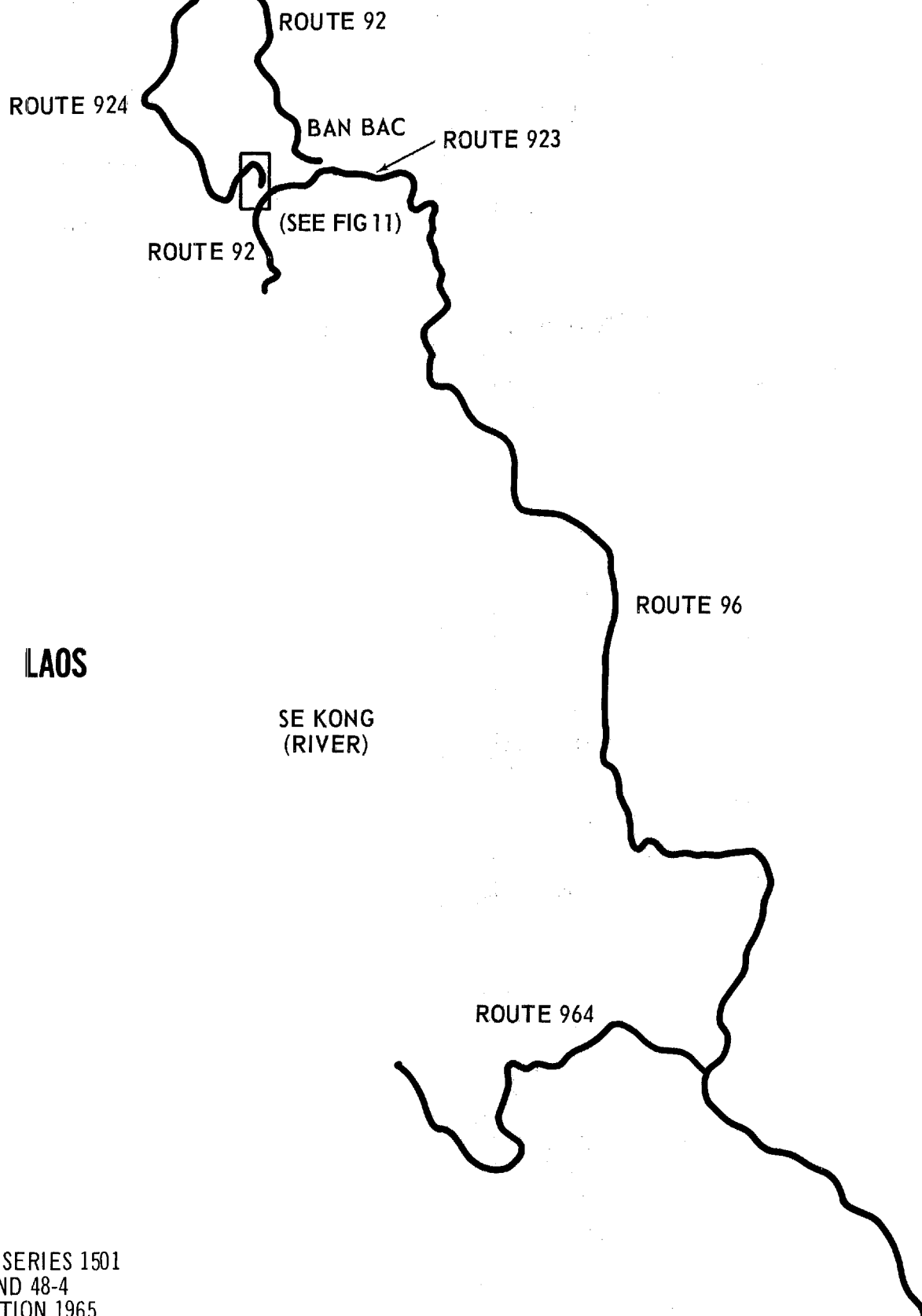
25X1D The short segment of Route 924, in the vicinity of 15-50N 106-45E,
25X1D which is periodically rendered unserviceable by landslides, has again
been repaired and all landslide debris removed. The segment was closed
on [REDACTED] (Summary 37); on [REDACTED] it was supporting heavy vehicular
traffic (Figure 11). The relative use of Route 924 and Route 92 south
of the Se Kong (river) indicates that the water-borne route (Summary 35)
is probably sustaining the bulk of the supply movement south of this
point.

25X1D

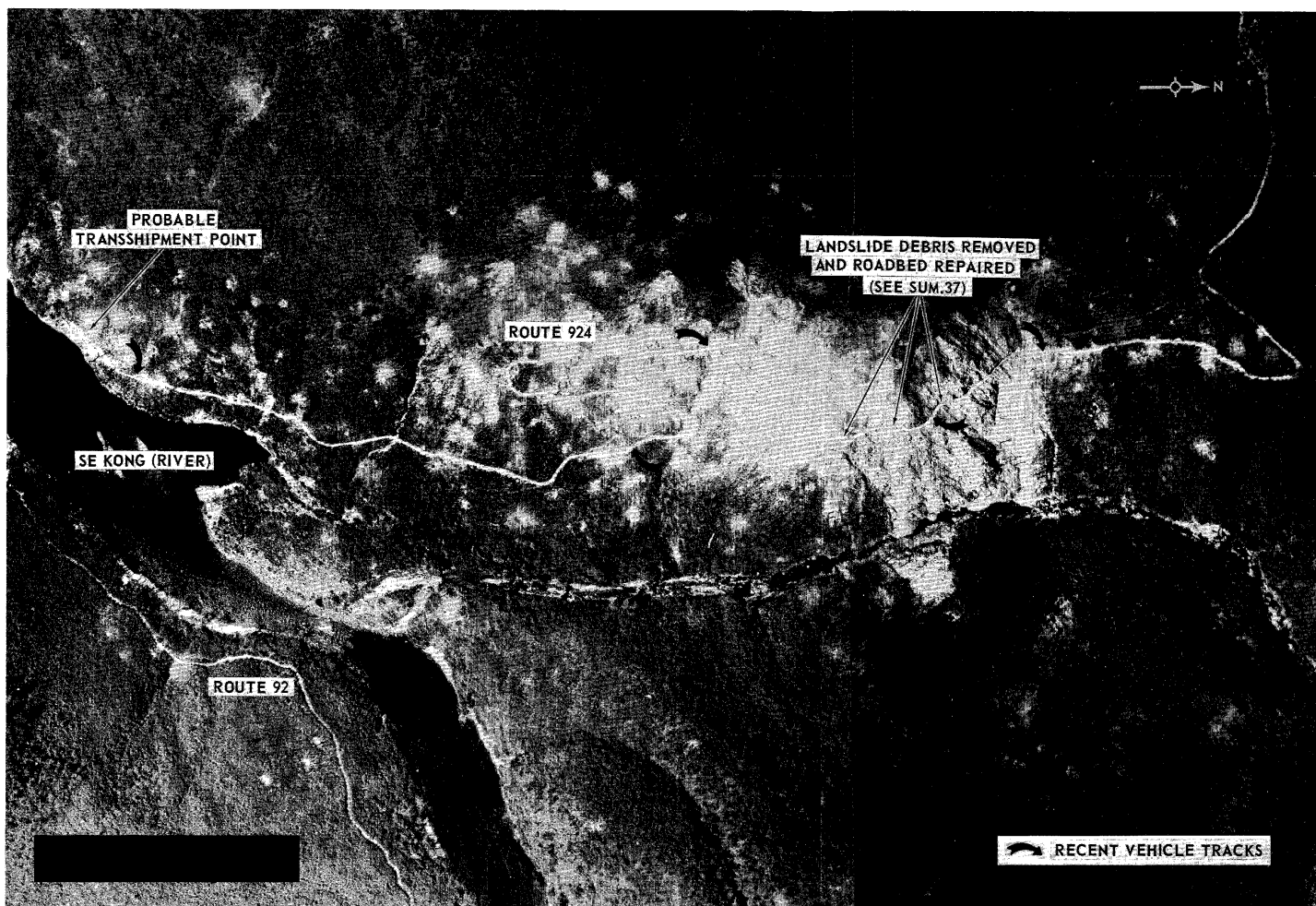
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JOG (A) SERIES 1501
SHEET ND 48-4
1ST EDITION 1965
SCALE 1:250,000



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6. Increased Activity Along the Tonle San (River), Cambodia

25X1D There has been a significant increase in probable insurgent activity along the Tonle San (river) since the area was reported in depth in Summary 36. Twenty-eight motorized river craft, 23 moored at Virachei (Figures 12 and 13), were observed between 13-58N 106-49E and 14-02N 106-56E on [REDACTED] 25X1D
[REDACTED] The previous maximum single day total was [REDACTED] Representative 25X1D
motorized river craft are shown in Figures 16 and 17.

25X1D A probable transshipment point is located on the south bank of the Tonle San at UTM XA978453, approximately 0.7 nm east of Virachei (Figure 14). The facility consists of 4 storage-type buildings with associated row crops. On [REDACTED] 1 motorized river craft was moored along the river bank and on [REDACTED] 25X1D
[REDACTED] additional craft was moored in the area.

Two additional probable transshipment points have been identified east of Virachei on the north bank of the Tonle San. On [REDACTED] three motorized river craft were moored at UTM YA065486 adjacent to 2 partially concealed buildings with numerous associated trails (Figure 15). Two motorized river craft were observed in the vicinity of a transshipment point at UTM YA087522, where unidentified supplies were observed on a sand bar (Figure 18); 4 buildings are partially concealed nearby at UTM YA088523. 25X1D

A new road has been constructed north from Cambodia Route 197 at UTM YA468286 to the Tonle San at UTM YA472379 (Figure 19). A probable transshipment point is located at its northern terminus (Figure 20).

Two probable road construction camps are located near the junction of the new road and Route 197 at UTM YA457280 and YA476297 (Figures 21 and 22). The two camps contain a total of approximately 42 partially concealed buildings. Two trucks (shown in Figure 22) and a probable piece of road construction equipment were observed on Route 197 adjacent to 1 camp on [REDACTED] 25X1D

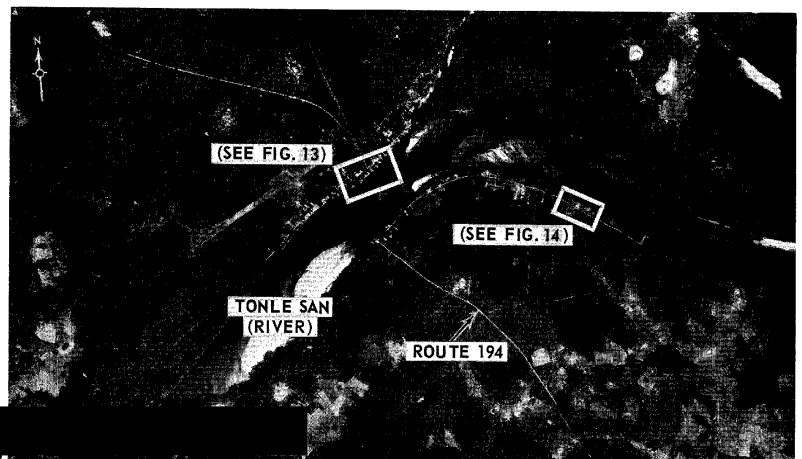
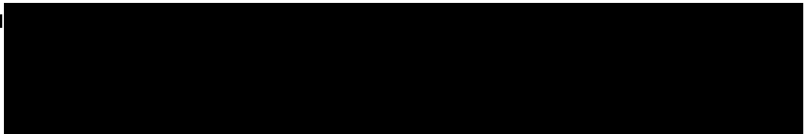
Two probable insurgent encampments are located north of the Tonle San, opposite the terminus of the new road. Twelve partially concealed buildings with associated row crops are located along the river bank at UTM YA474382 (Figure 23). Heavily-used trails connect this area with another probable encampment, at UTM YA483388, consisting of 8 partially concealed buildings with extensive row crops (Figure 24).

Fifteen additional areas of suspect insurgent activity consisting of partially concealed buildings and isolated patches of row crops have been identified in the vicinity of the eastern portion of the Tonle San. These areas are annotated on the accompanying map.

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25X1D



25X1D

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FIGURE 12. VIRACHEI AREA, CAMBODIA

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△ NEWLY IDENTIFIED SUSPECT
INSURGENT ACTIVITY

CAMBODIA

SOUTH VIETNAM

TONLE SAN (RIVER)

TRANSHIPMENT POINT
(FIG 18)

PROBABLE
TRANSHIPMENT POINT
(FIG 15)

VIRACHEI

PROBABLE TRANSHIPMENT POINT
(FIG 14)

ROUTE 194

NUMEROUS MOTORIZED
RIVER CRAFT
(FIG 13)

PROBABLE
INSURGENT ENCAMPMENT
(FIG 23)

NEWLY COMPLETED ROAD

(FIG 19)

PROBABLE
INSURGENT ENCAMPMENT
(FIG 24)

PROBABLE
TRANSHIPMENT POINT
(FIG 20)

PROBABLE
CONSTRUCTION CAMPS
(FIGS 21,22)

ROUTE 1941

ROUTE 197

ROUTE 19

ROUTE 19

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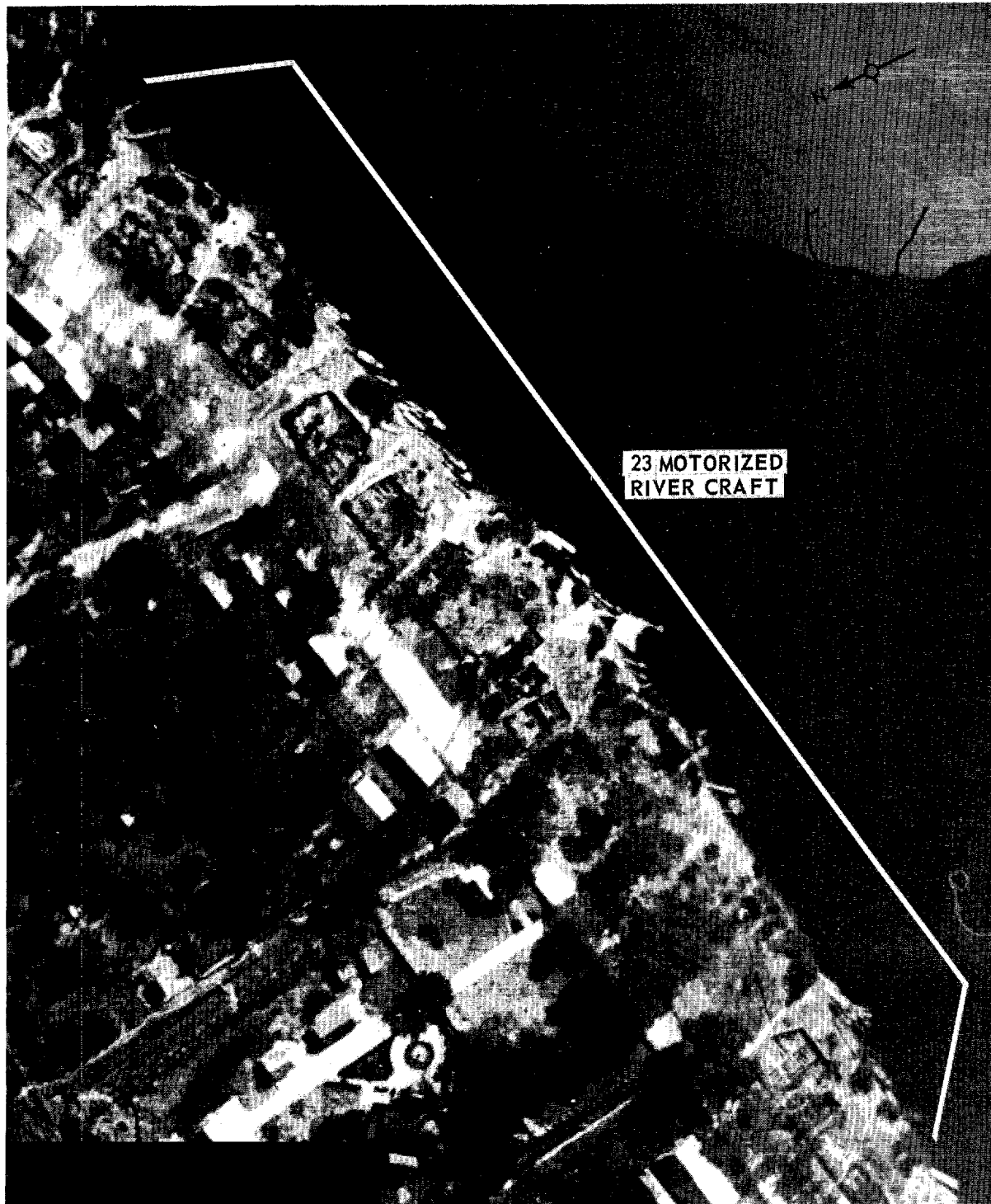
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SHEETS ND 48-8 & ND 48-12
1ST EDITION 1965
SCALE 1:250,000

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25X1D

NPIC L-7253 (3/67)

FIGURE 13. NUMEROUS MOTORIZED RIVER CRAFT, VIRACHEI, CAMBODIA

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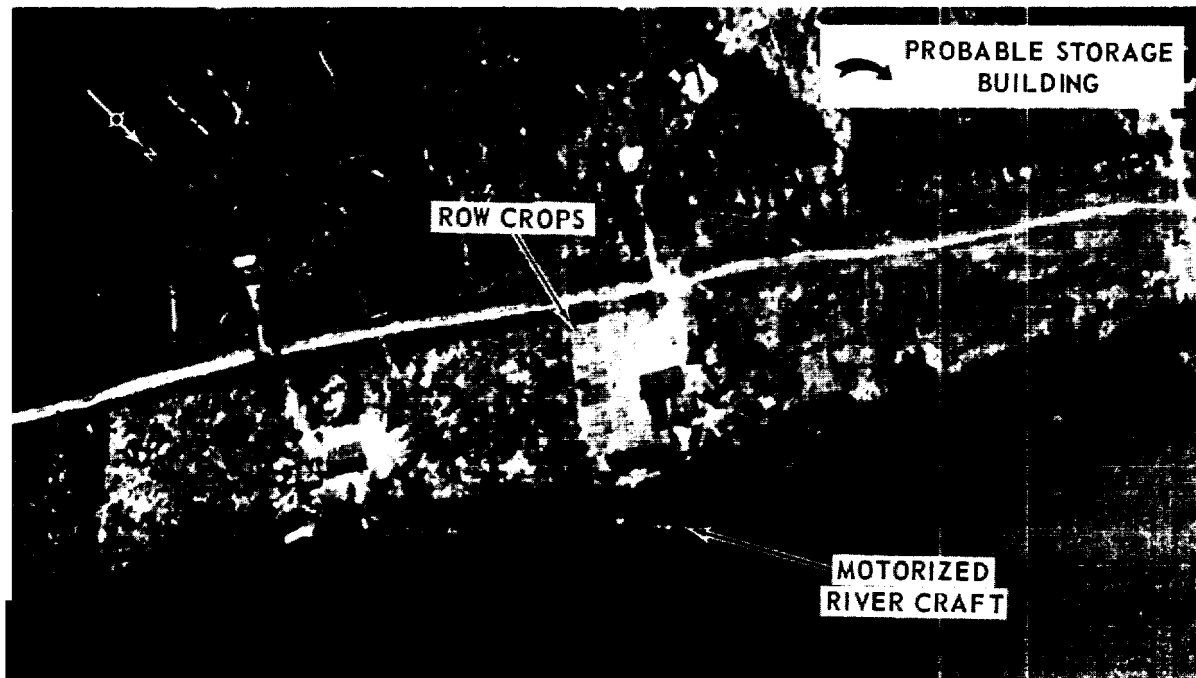


FIGURE 14, PROBABLE TRANSSHIPMENT POINT, TONLE SAN (RIVER) CAMBODIA

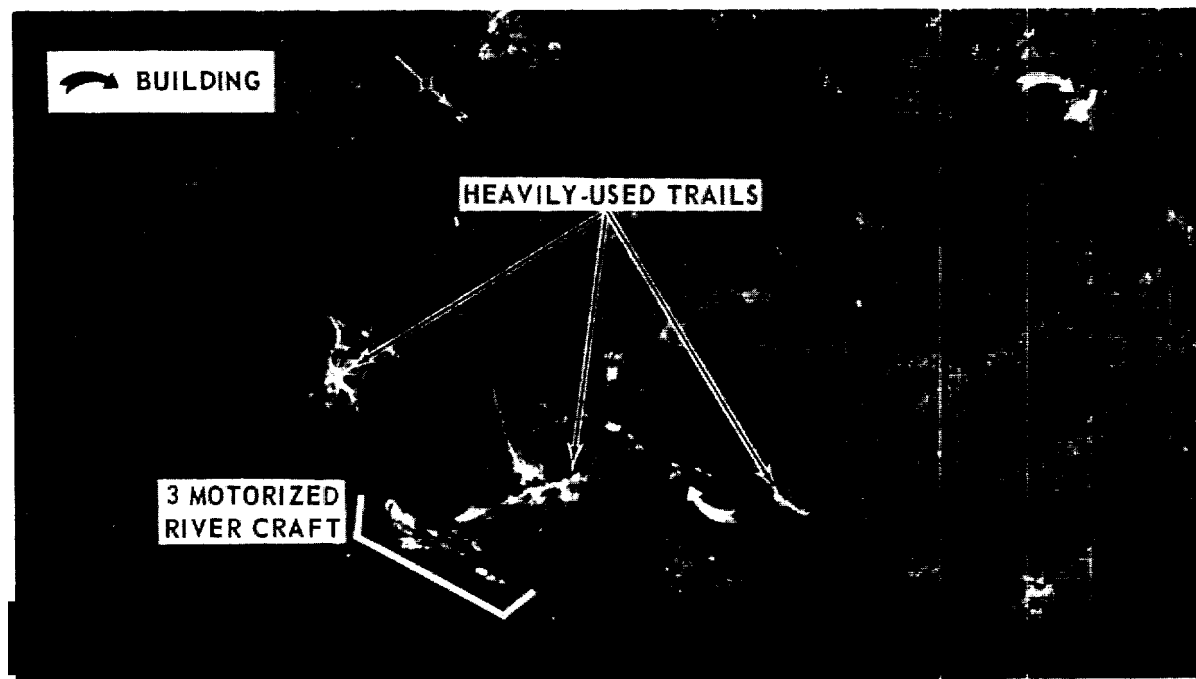


FIGURE 15, PROBABLE TRANSSHIPMENT POINT, TONLE SAN (RIVER) CAMBODIA

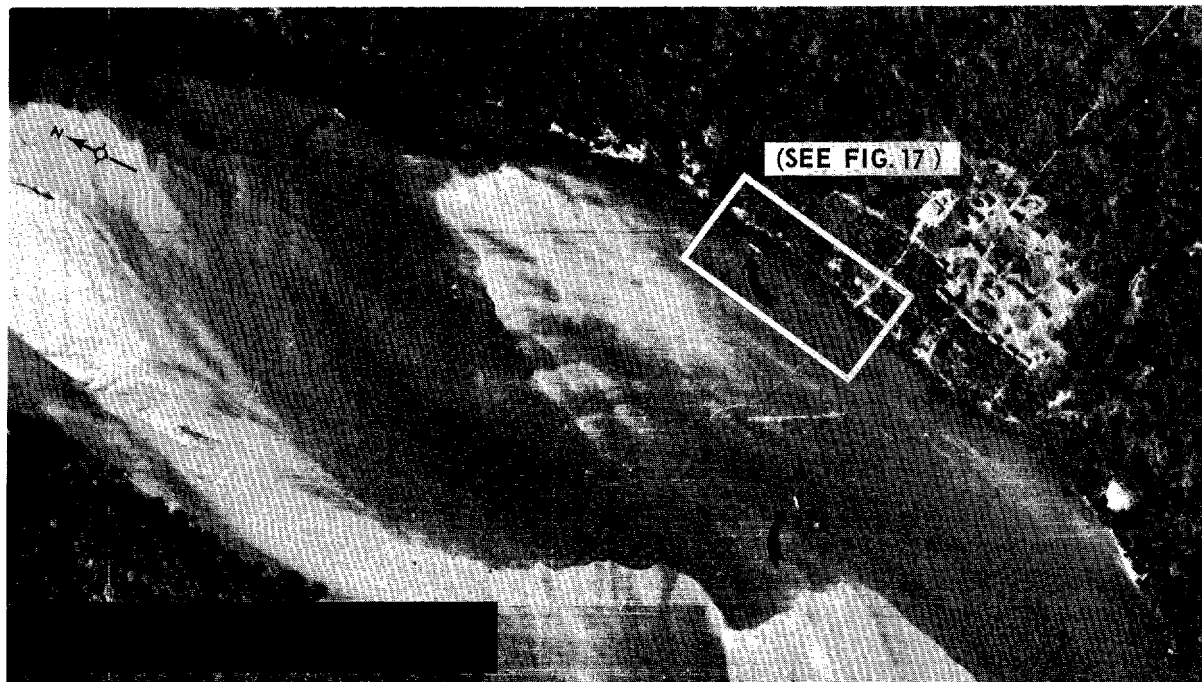


FIGURE 16. LARGE MOTORIZED RIVER CRAFT (14-01N 106-55E), TONLE SAN (RIVER), CAMBODIA

NPIC L-7256 (3/67)

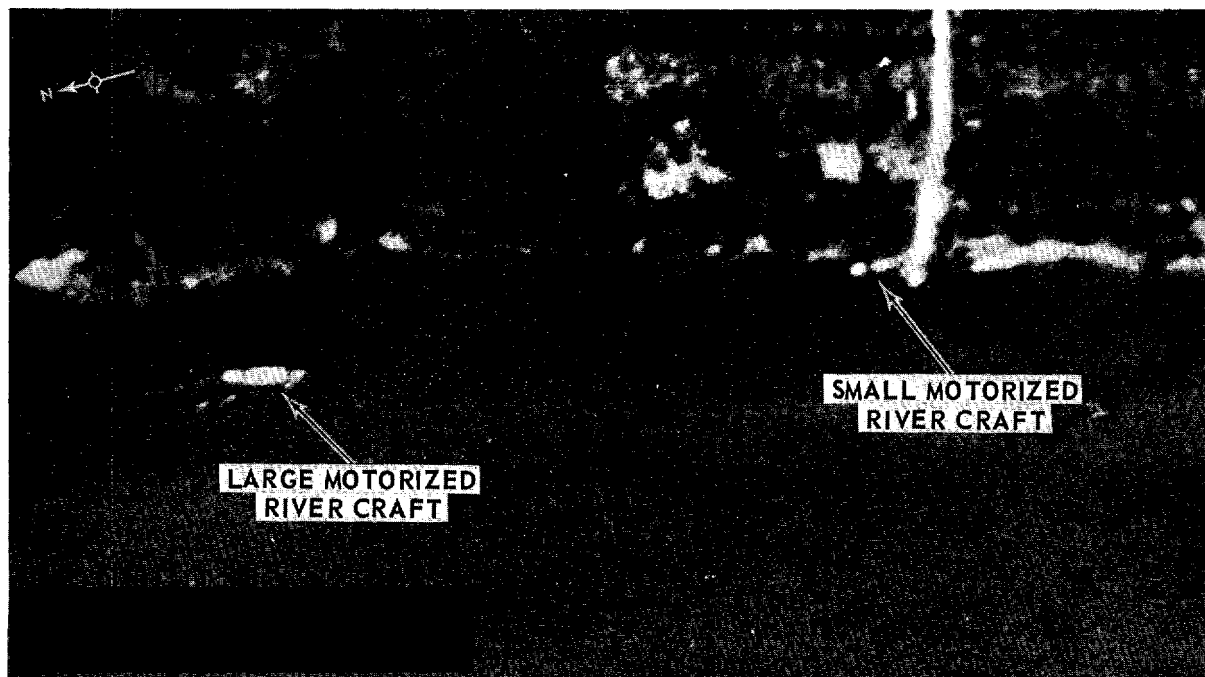


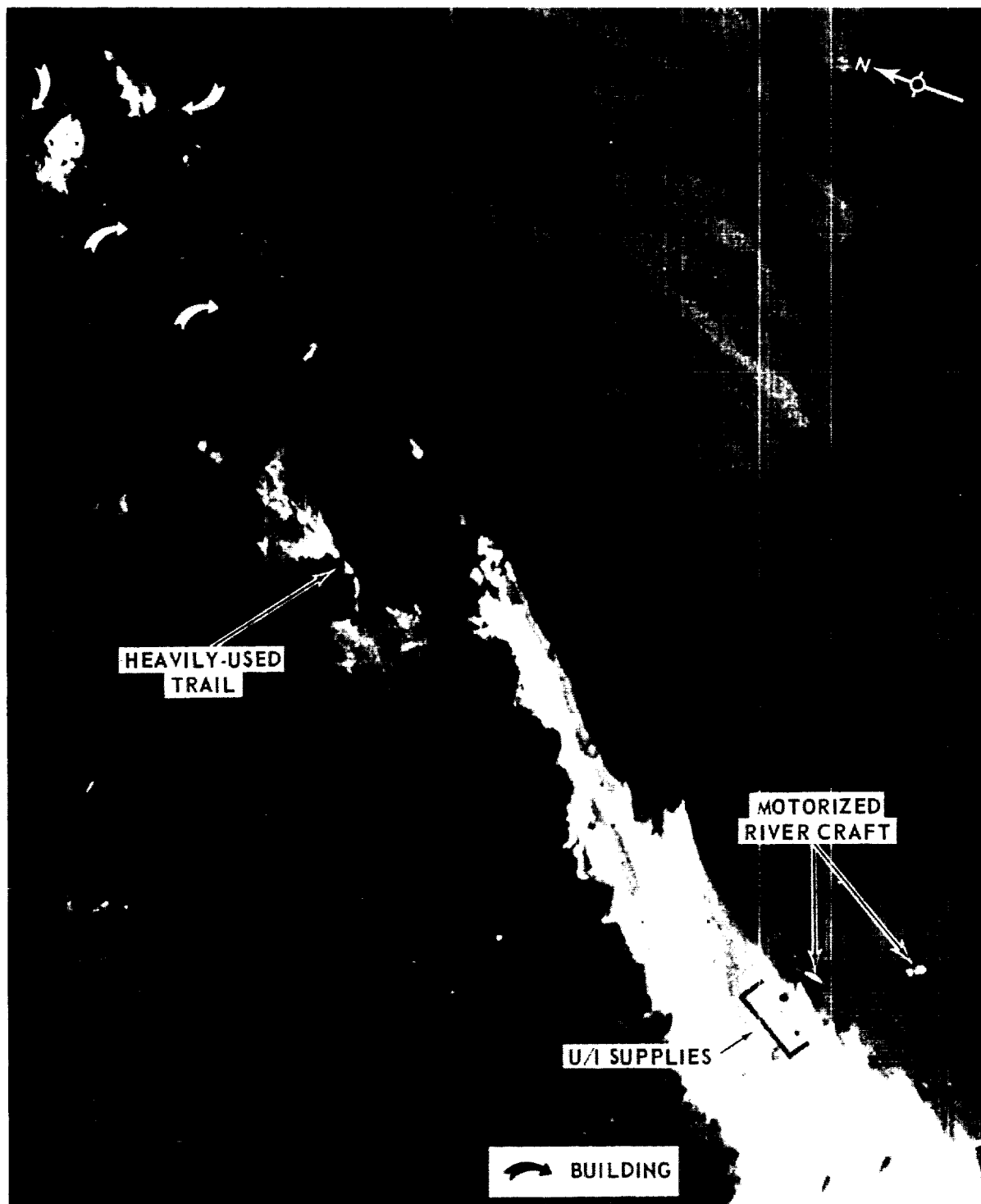
FIGURE 17. MOTORIZED RIVER CRAFT, TONLE SAN (RIVER), CAMBODIA

NPIC L-7257 (3/67)

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NPIC L-7258 3 '67)

FIGURE 18. TRANSshipment POINT, TONLE SAN (RIVER), CAMBODIA

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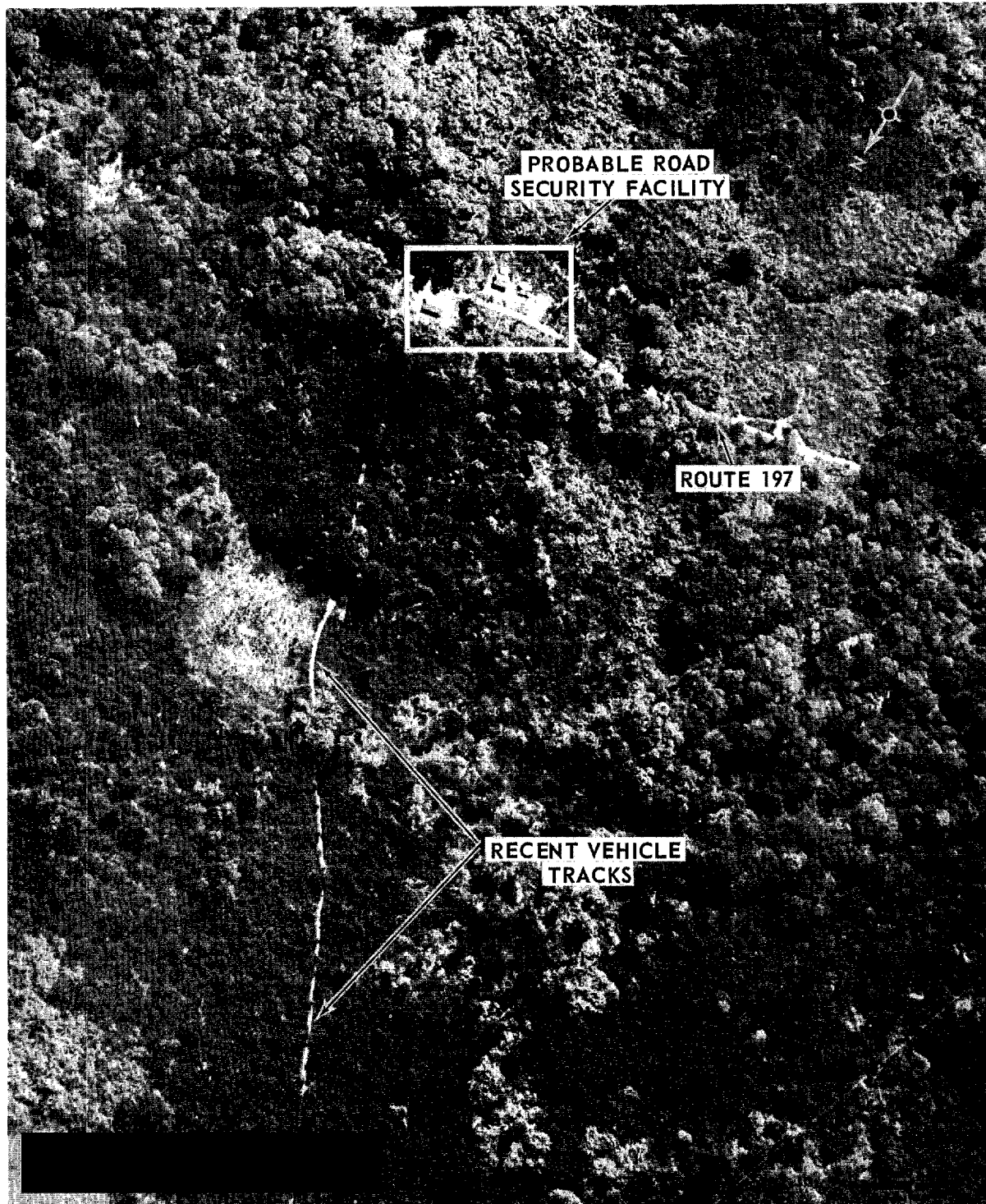


FIGURE 19. NEWLY COMPLETED ROAD, ROUTE 197 AREA, CAMBODIA

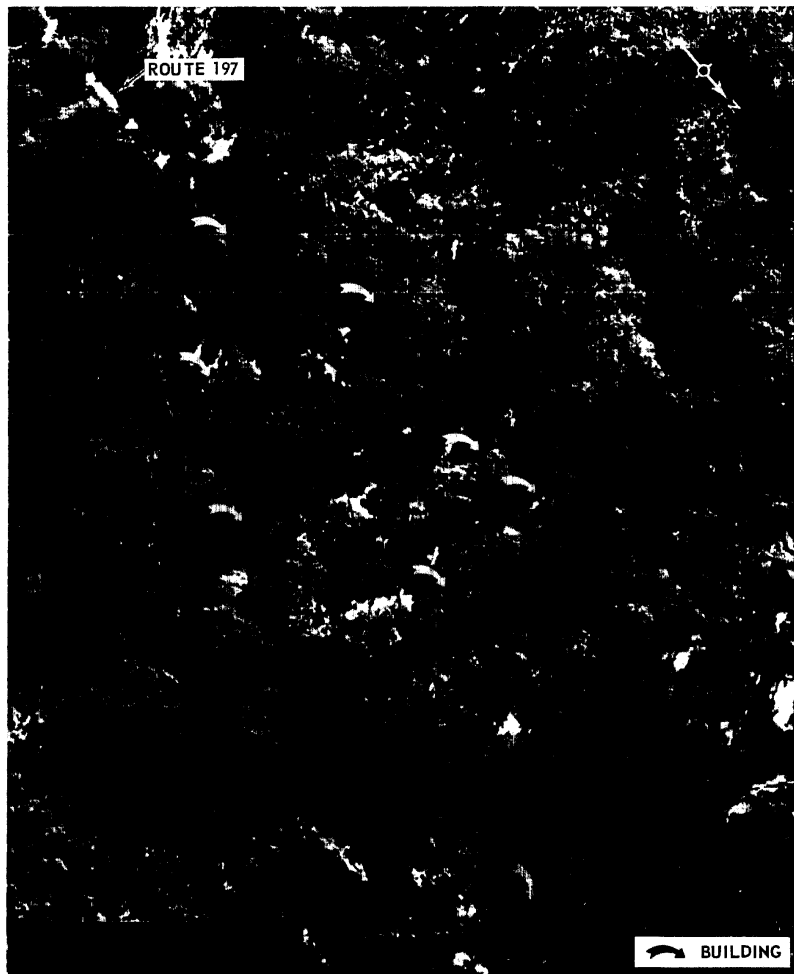
NPIC L-7259 (3/67)



NPIC L-7260 (3 '67)

FIGURE 20. PROBABLE TRANSSHIPMENT POINT, TONLE SAN RIVER, CAMBODIA





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FIGURE 21. PROBABLE ROAD CONSTRUCTION CAMP, ROUTE 197, CAMBODIA

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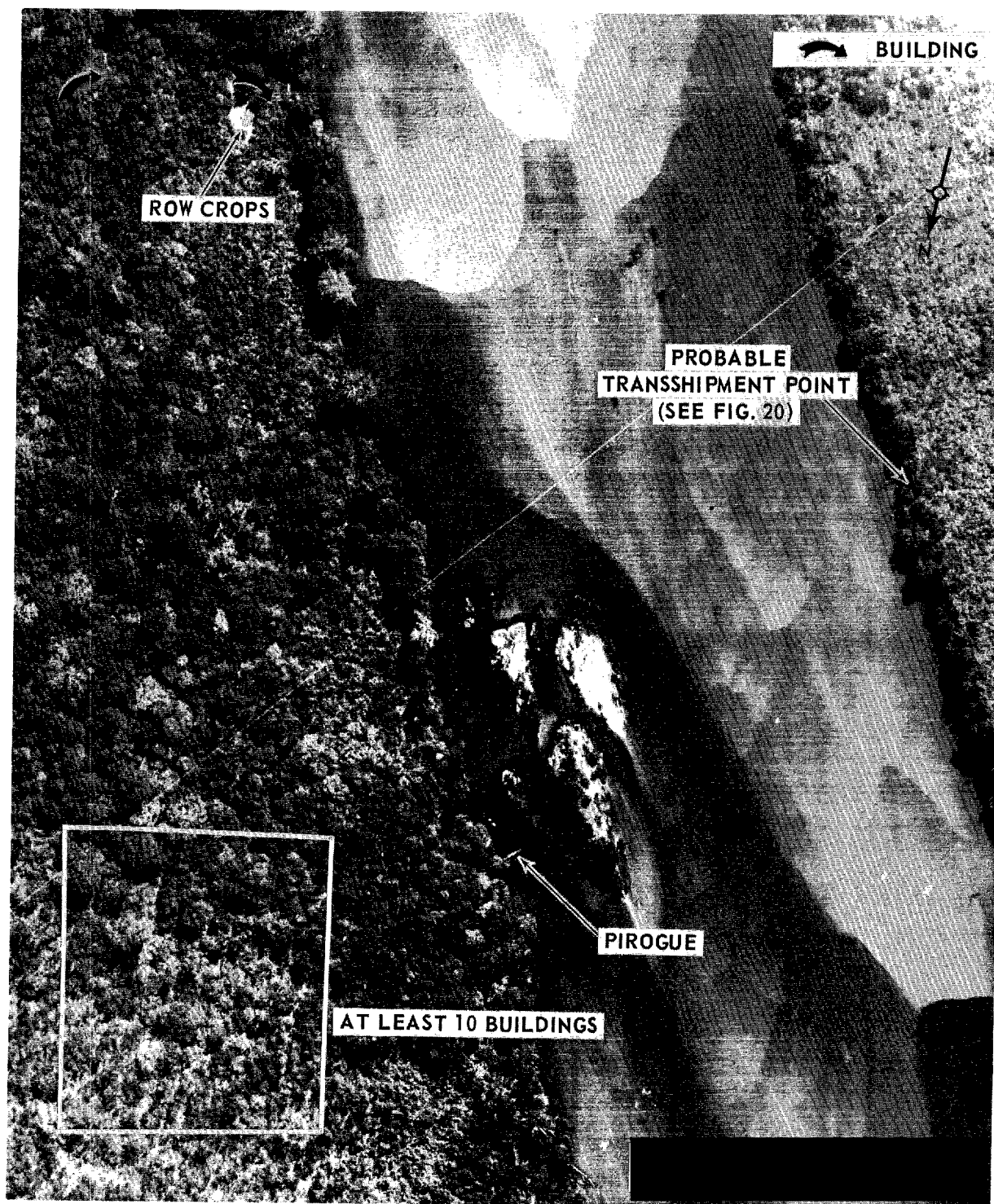
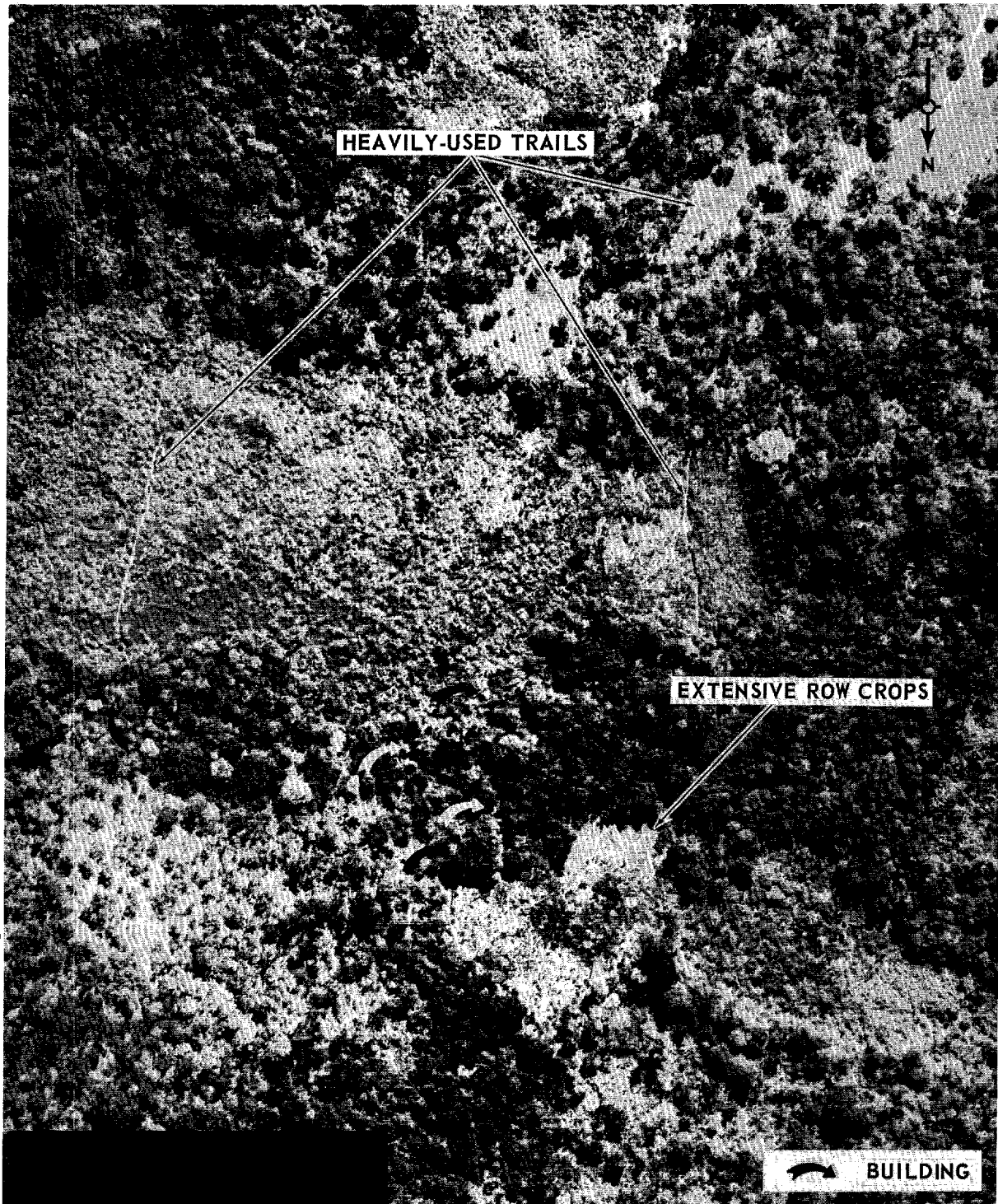


FIGURE 23. PROBABLE INSURGENT ENCAMPMENT, TONLE SAN (RIVER) CAMBODIA

NPIC L-7263 (3/67)

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25X1D

FIGURE 24. PROBABLE INSURGENT ENCAMPMENT, TONLE SAN (RIVER) AREA, CAMBODIA

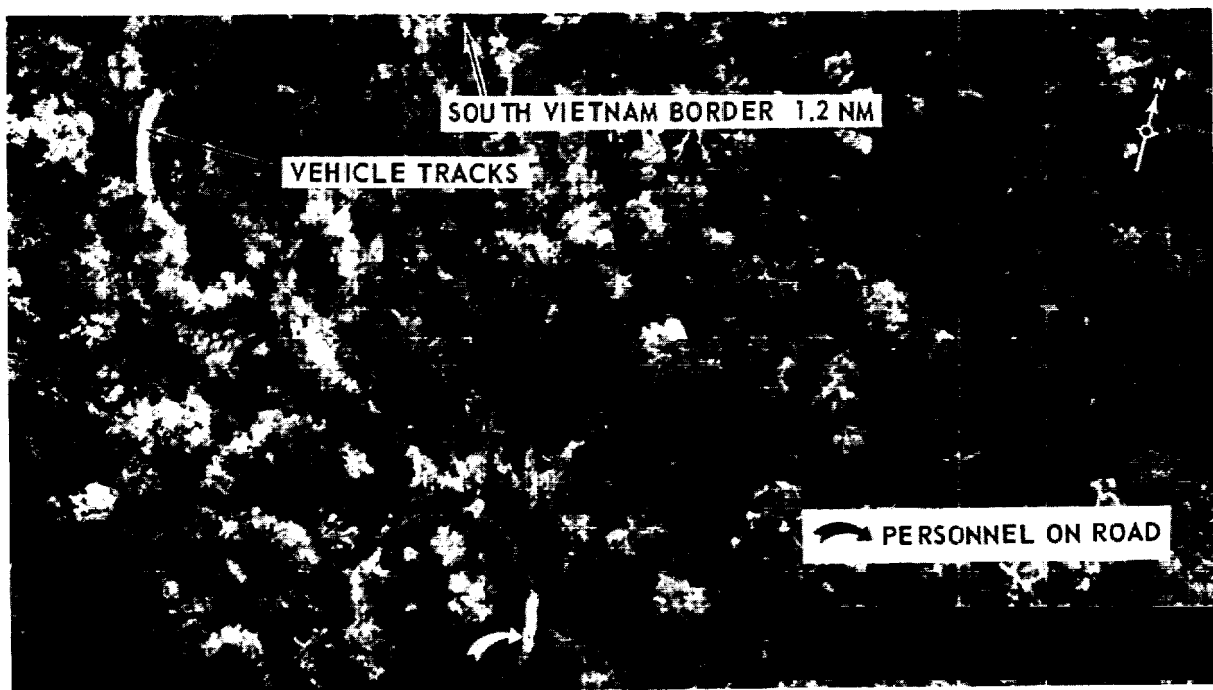
NPIC L-7264 (3/67)

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7. Motorable Border Crossing, Cambodia/South Vietnam Border

A previously unidentified Cambodia road segment crosses the Cambodia/South Vietnam border at 12-03N 106-56E (UTM YUL21344). This segment is a further extension of the unnumbered road extending east from Cambodia Route 14 at UTM YU065374 (Summary 36, Figures 67, 70). The road is heavily-used, with vehicle tracks extending into South Vietnam to a visible terminus at UTM YUL25341 (Figures 25 and 26).

25X1D



25X1D

FIGURE 25. NEWLY IDENTIFIED ROAD (12-05N 106-56E), CAMBODIA SOUTH VIETNAM BORDER AREA

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ROUTE 132

CAMBODIA

O RANG

ROUTE 14

UNNUMBERED ROAD
(SEE SUM. 36)

NEWLY IDENTIFIED
ROAD SEGMENT (FIGS 25,26)

SOUTH VIETNAM

JOG (G) SERIES 1501
SHEETS NC 48-4 & ND 48-16
1ST EDITION 1965
SCALE 1:250,000

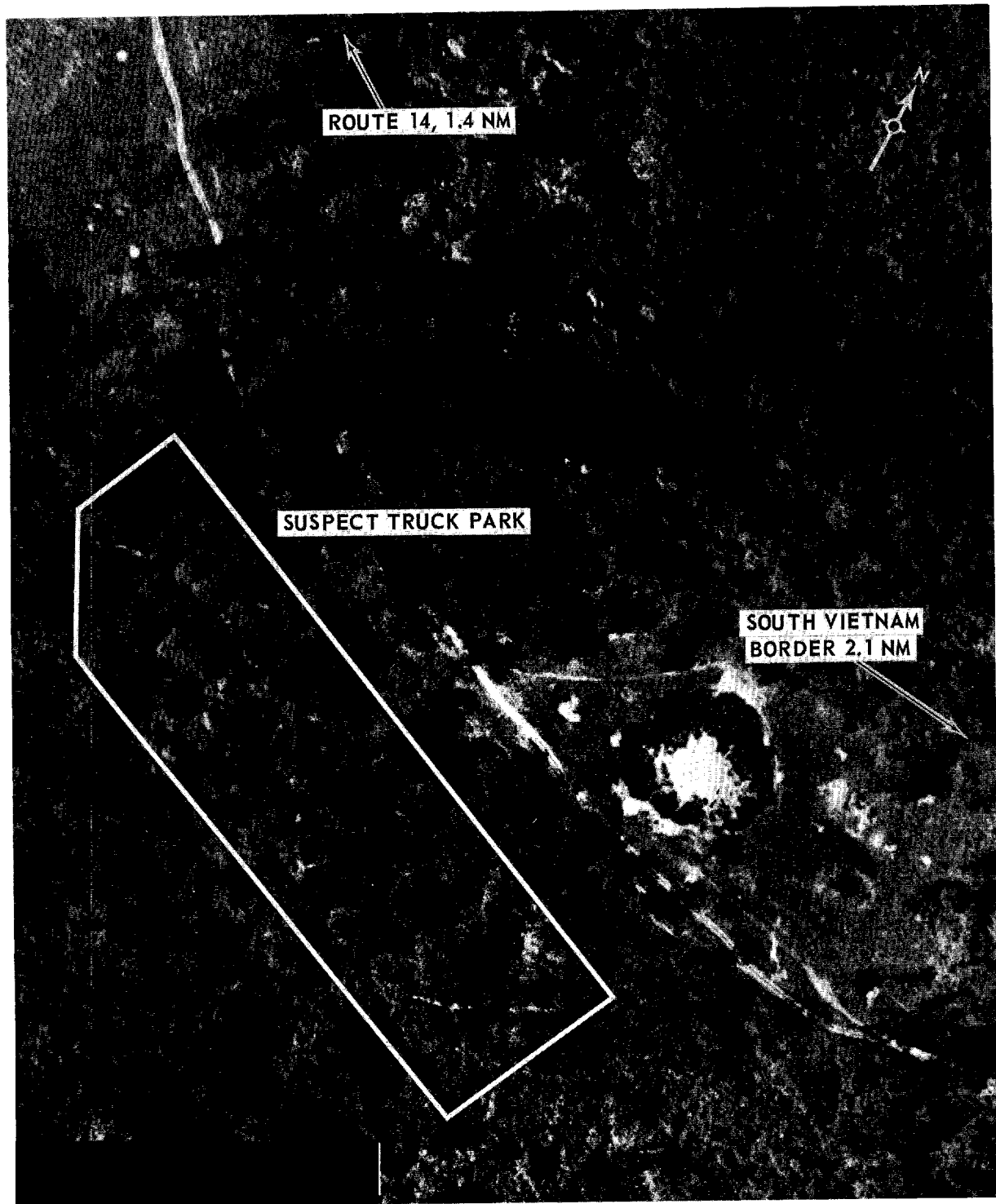
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NPIC L-7267 (3/67)

FIGURE 26. NEWLY IDENTIFIED ROAD (12-05N 106-55E), CAMBODIA/SOUTH VIETNAM BORDER AREA

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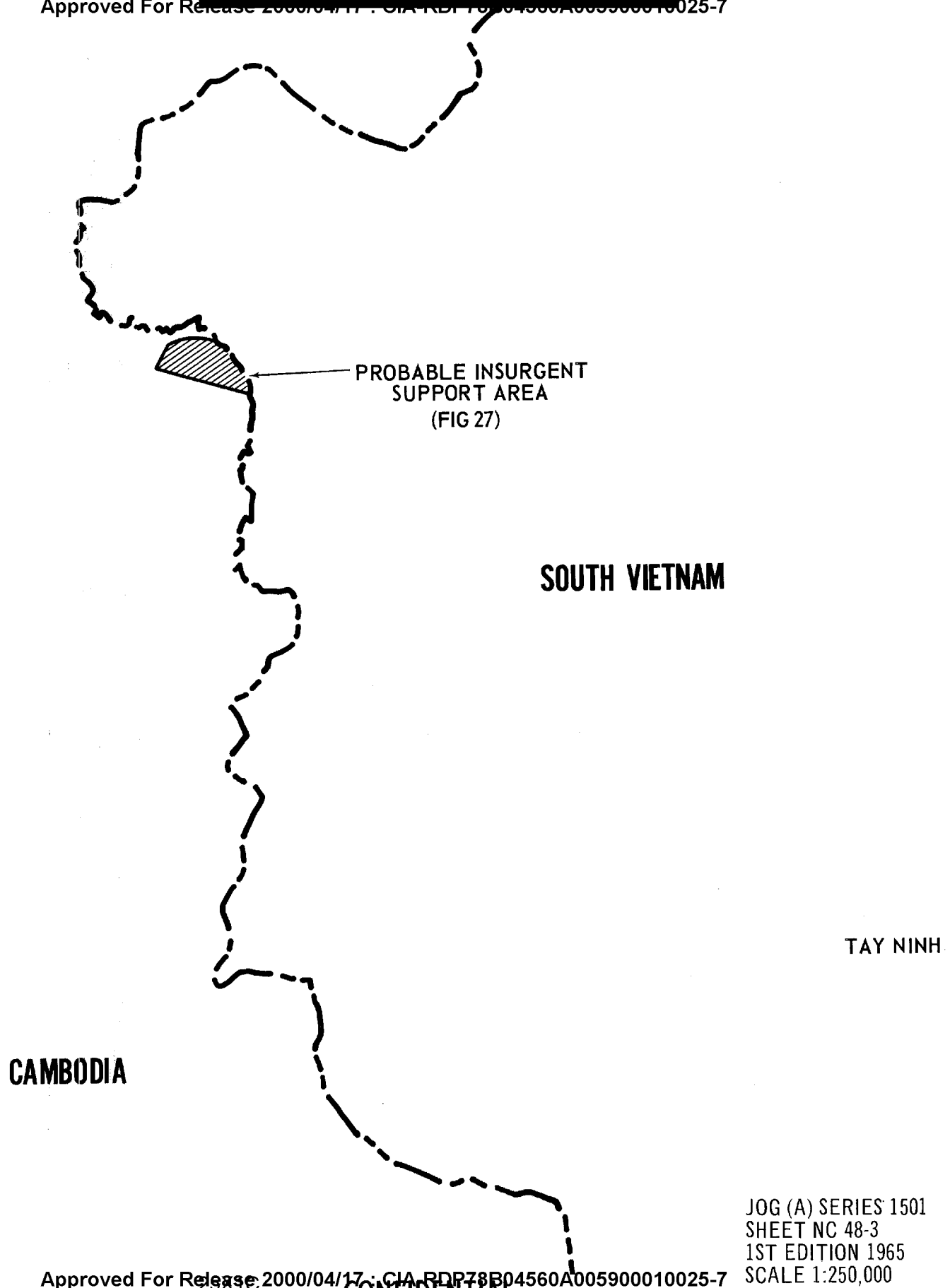
8. Probable Insurgent Support Area, Tonle Roti (River), Cambodia

A probable insurgent support area is located in the vicinity of 11-33N 105-52E immediately west of the Tonle Roti (river), which forms the boundary between Cambodia and South Vietnam at this point. Although no buildings are discernible, extensive vehicular tracks are observed under a dense tree canopy bounded by UTM coordinates WT933775, WT927764, WT953755, and WT953767 (Figures 27 and 28).

25X1D

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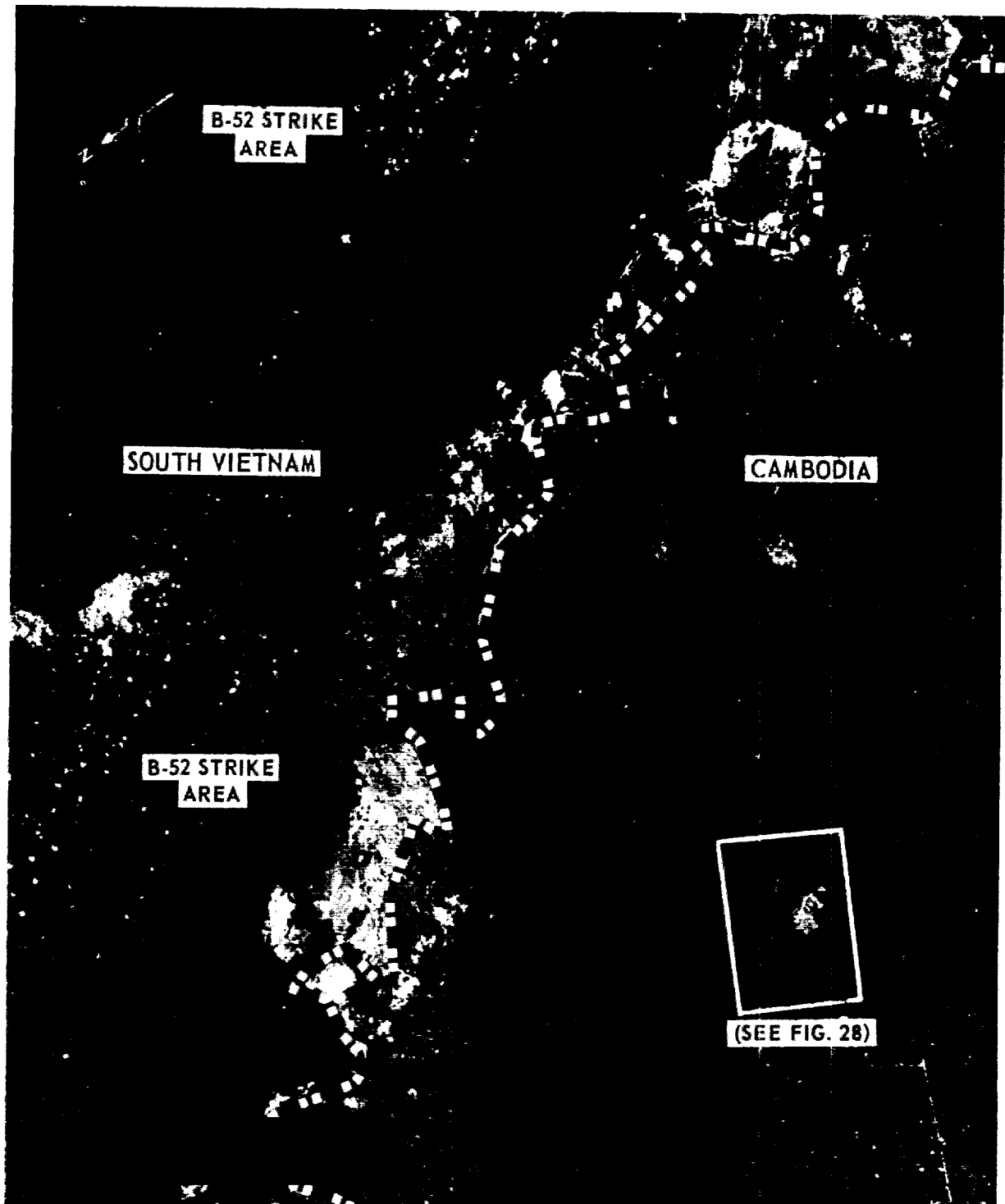


FIGURE 27. PROBABLE INSURGENT SUPPORT AREA (11-33N 105-52E),
CAMBODIA SOUTH VIETNAM BORDER

NPIC L-7279 (3/67)

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FIGURE 28. PROBABLE INSURGENT SUPPORT AREA, CAMBODIA/SOUTH VIETNAM BORDER

NPIC L-7280 (3/67)

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SPECIAL PHOTOGRAPHIC SUPPLEMENT: Status of the Phnom Penh/Kampot/Sihanoukville Rail Line, Cambodia

The construction status of the Phnom Penh/Kampot/Sihanoukville Rail Line and its associated facilities is as follows:

The meter-gauge rail line is complete and operational from the Phnom Penh Railroad Terminal at 11-34N 104-55E (Figure 30) to 10-33N 104-18E and from 10-36N 104-15E to 11-36N 104-14E, approximately 3.7 nm east of Kampot. The segment between 10-33N 104-18E and 10-36N 104-15E is probably operational, but it has not been photographically confirmed. An operational rail spur extends north from Phnom Penh to a major transshipment area on the Tonle Sap (river) at 11-37N 104-54E (Figure 29).

The railbed has been completed in the vicinity of Kampot between 10-36N 104-14E and 10-37N 104-10E. Railbed construction, partially deteriorated, is intermittently observed west from Kampot to 10-35N 103-59E. Additional railbed construction extends from 10-40N 103-54E to a probable railroad bridge under construction at 10-42N 103-52E (may inset page 67).

Clearing for probable railbed construction extends from 10-43N 103-48E to 10-43N 103-34E, approximately 7 nm north-northeast of Sihanoukville.

Passing tracks, approximately 2,100 feet long, are located at 7 points along the operational segments of the rail line at UTM coordinates VT762602, VT752454 (Figure 32), VT743315, VT706066, VS627922 (Figure 37), VS512780, and VS262661 (Figure 44). Railroad stations are located at all but the last point and a uniformly constructed, probably associated building is located at, or in the vicinity of, each passing track.

A 2-track classification yard is located at UTM VT732155, approximately 2 nm west of Takeo (Figure 35). A turning area is under construction immediately north of the yard and a possible military storage area is adjacent to it.

A probable railroad station and a passing track are under construction approximately 1.2 nm north-northeast of Kampot at UTM VS116746 (Figure 42). A rail spur is under construction from this point north to the cement plant located at UTM VS201608 (Figures 42 and 40).

Five major bridges have been constructed along the operational segments of the rail line as follow: UTM VT767661, 1 deck and 3 half-through truss spans (Figure 31); UTM VT738237, 1 half-through truss and 4 deck spans (Figure 33); UTM VT731141, 1 deck span with causeway approaches (Figure 34); UTM VS518789, 5 deck spans (Figure 39); and UTM VS156738, number and type of spans undetermined (Figure 43). Parallel railroad bridges and passing tracks are under construction at 2 of these locations, UTM VT767661 and VT731141 (Figures 31 and 34). Numerous smaller 1- and 2-span bridges have also been constructed along these rail segments.

A probable railroad construction camp/storage facility is located at UTM VT733145 (Figure 34). The installation consists of 5 warehouse-type buildings and an extensive open storage area. Fifteen pieces of rolling stock were observed on its 2 rail spurs on [REDACTED]

25X1D

A rail-served storage area is located at UTM VS616916 (Figure 36). A rail spur extends from the main line to 5 warehouse-type buildings at the base of a karst hill. Three dispersed open storage areas are located immediately northeast. Ten pieces of rolling stock were observed on the rail spur on [REDACTED]

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A short rail spur extends south from the main line at UTM VS423690 to a possible cave storage area and/or aggregate source (Figure 38).

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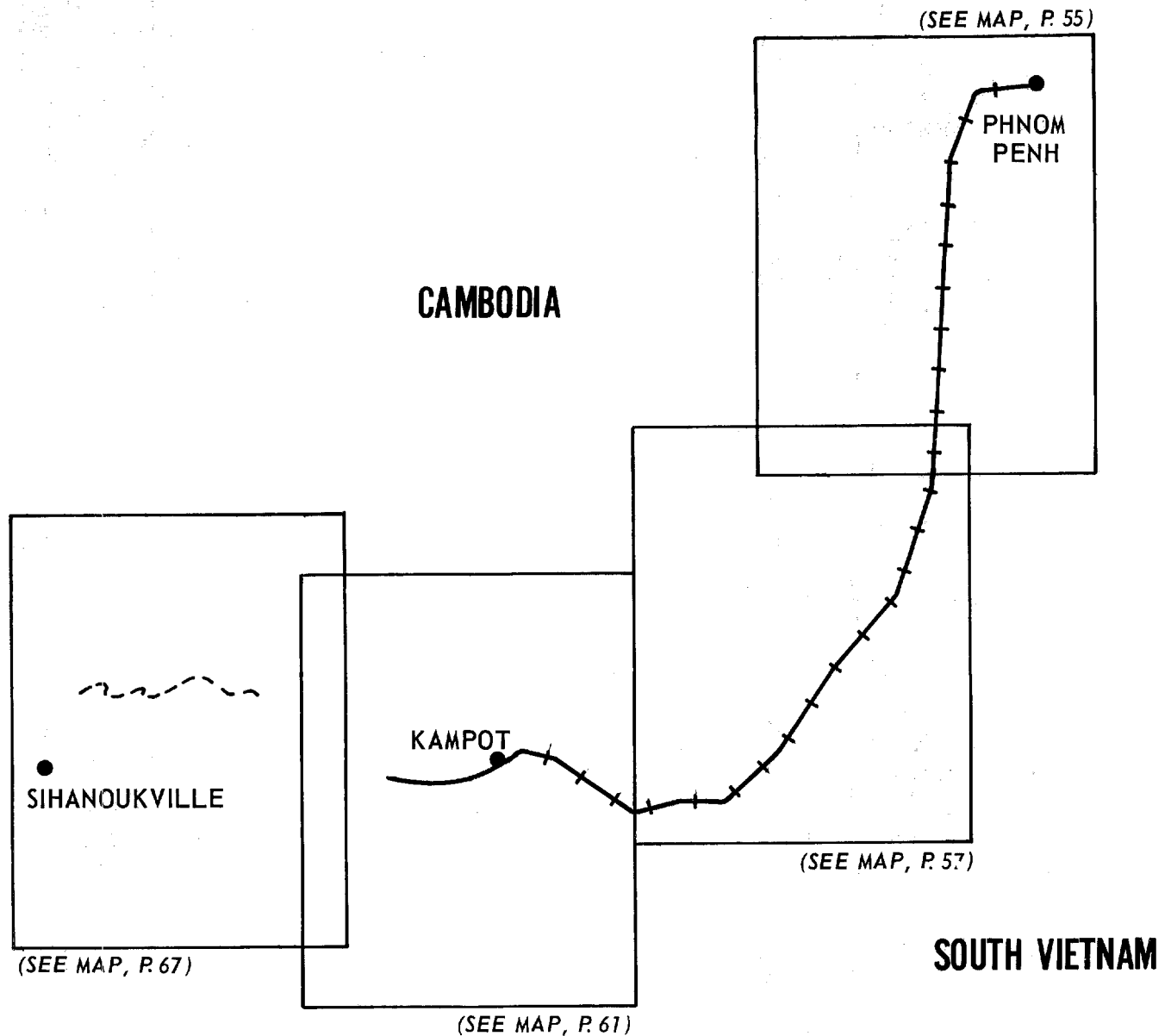
Probable railroad construction/support camps are located south of the rail line at UTM VS261650 (see inset, Figure 44) and VS267604 (Figure 41). These installations contain a total of 16 buildings and the [REDACTED] they are possibly operated or at least constructed by Chinese Communists.

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25X1D

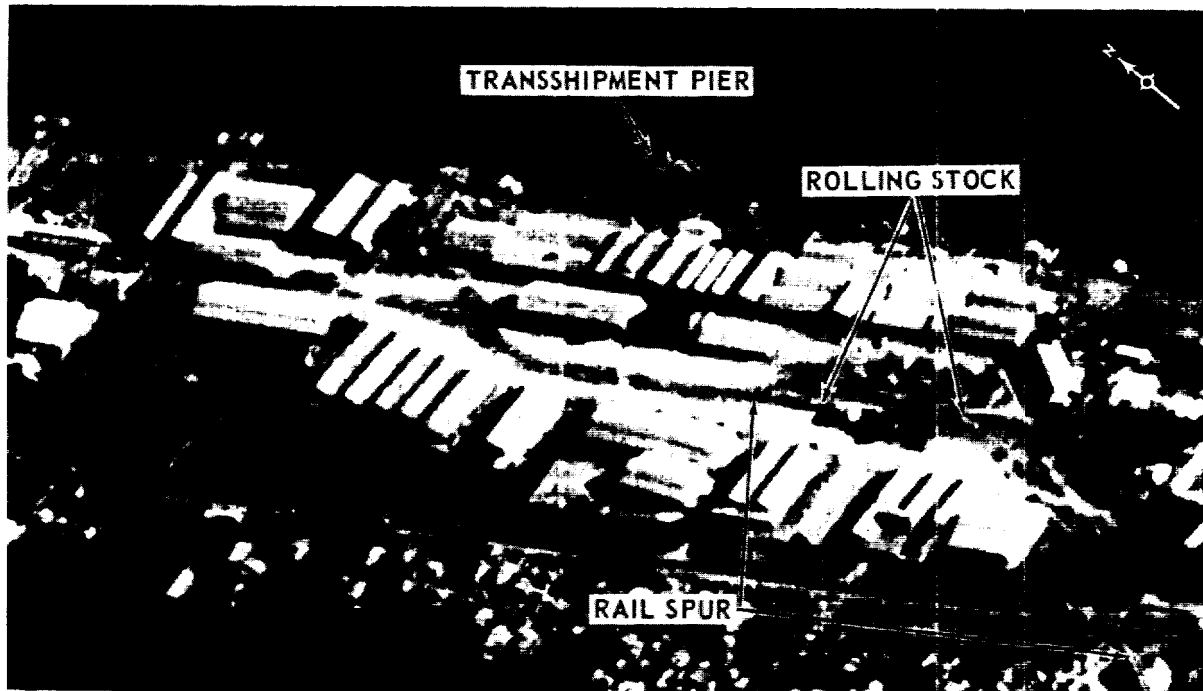
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+ + COMPLETED RAIL LINE
 — RAILBED
 - - - CLEARING

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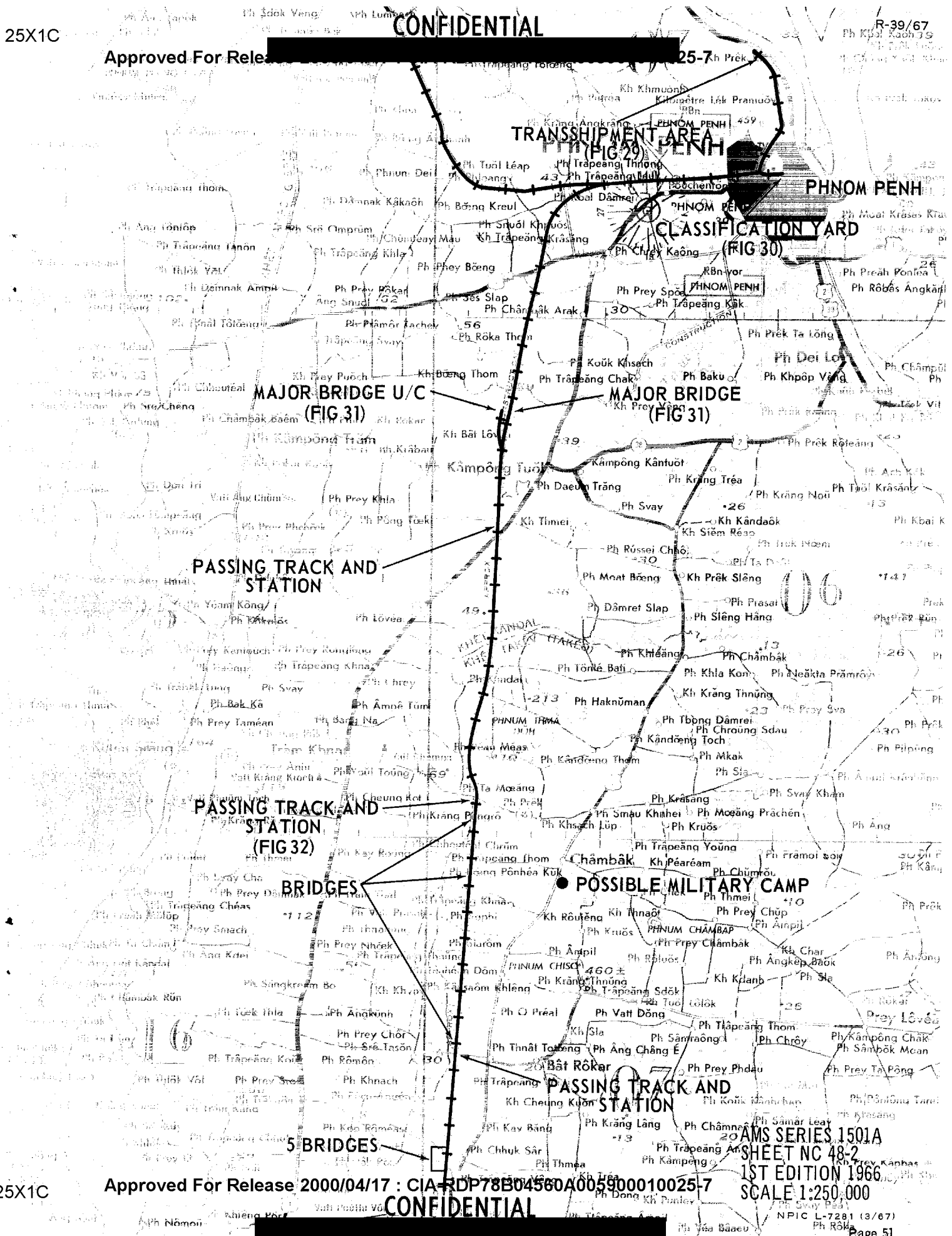
FIGURE 29. TRANSSHIPMENT POINT AND STORAGE FACILITIES, PHNOM PENH, CAMBODIA



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FIGURE 30. RAILROAD TERMINAL AND CLASSIFICATION YARD, PHNOM PENH, CAMBODIA

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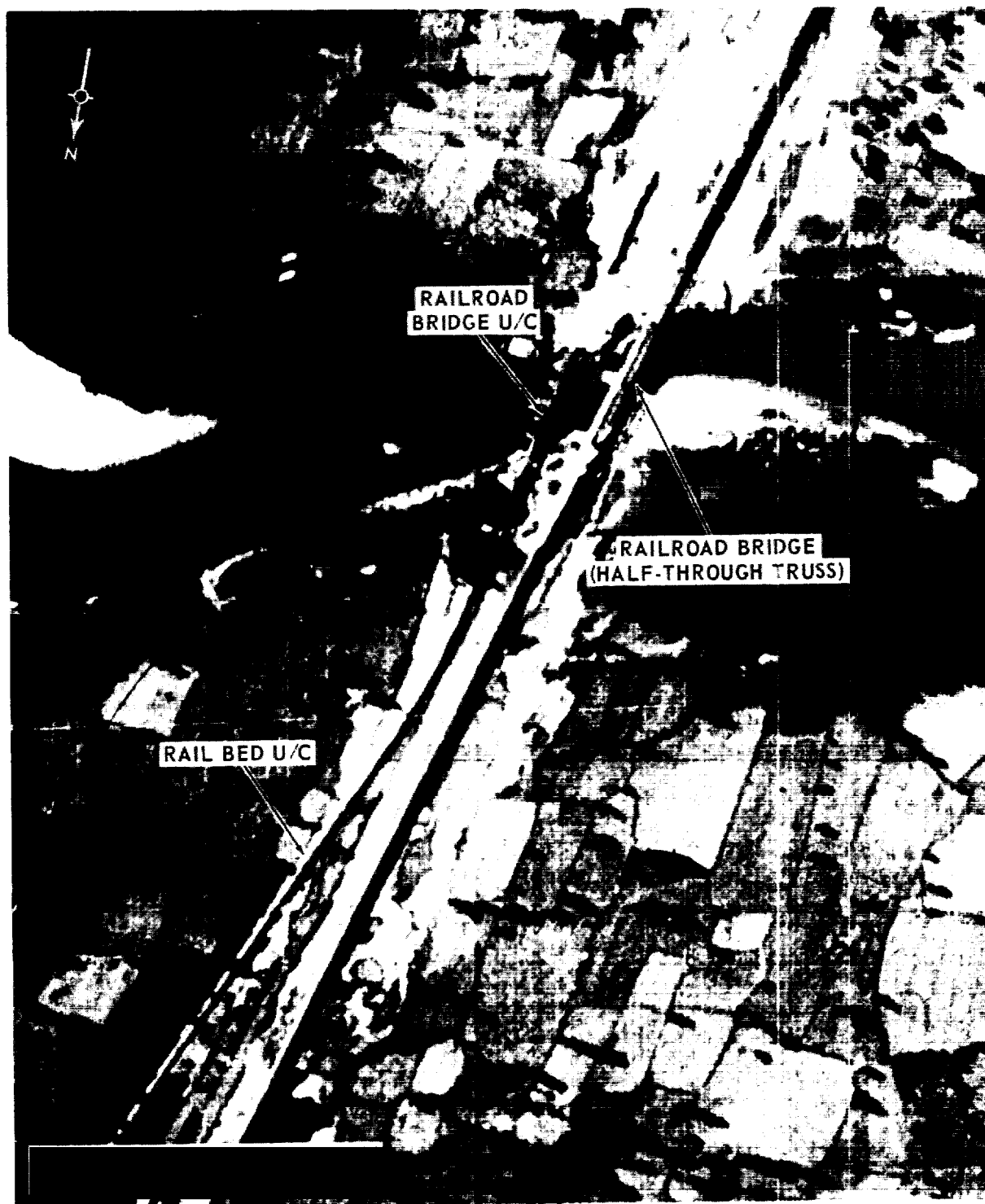


FIGURE 31. RAILROAD BRIDGE, PHNOM PENH KAMPOT RAIL LINE, CAMBODIA

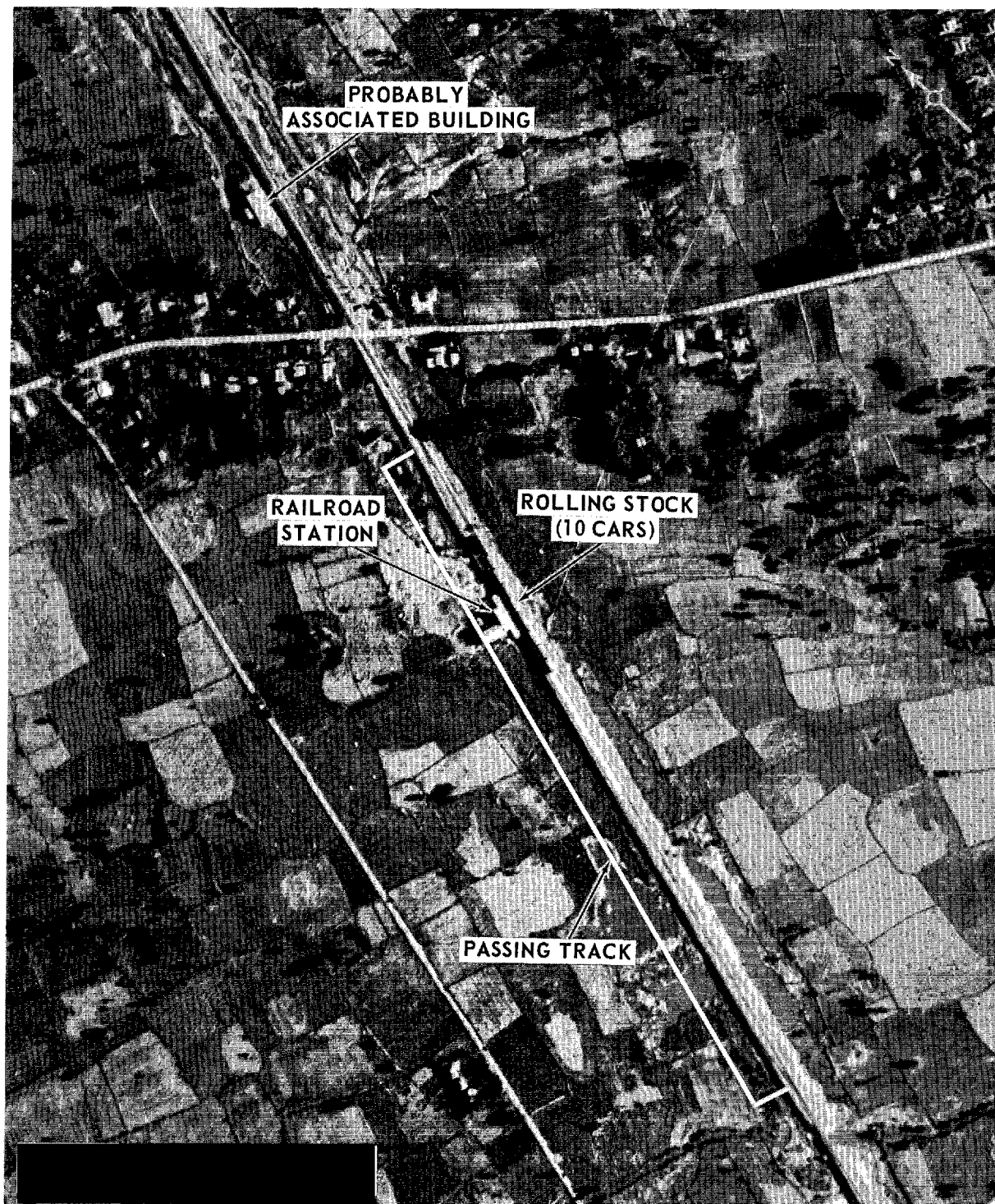


FIGURE 32. PASSING TRACK AND RAILROAD STATION, PHNOM PENH/KAMPOT RAIL LINE, CAMBODIA

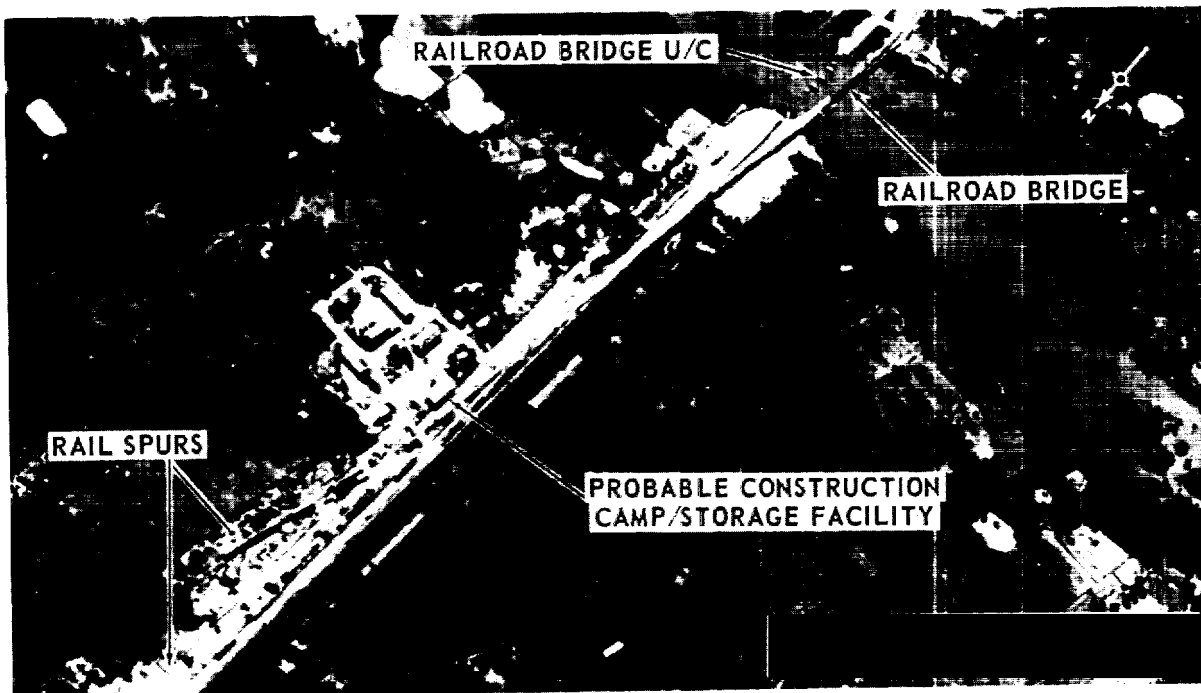
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NPIC L-7287 (3-67)

FIGURE 33. RAILROAD BRIDGE, PHNOM PENH KAMPOT RAIL LINE, CAMBODIA



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NPIC L-7288 (3-67)

FIGURE 34. RAILROAD BRIDGE, PHNOM PENH KAMPOT RAIL LINE, CAMBODIA

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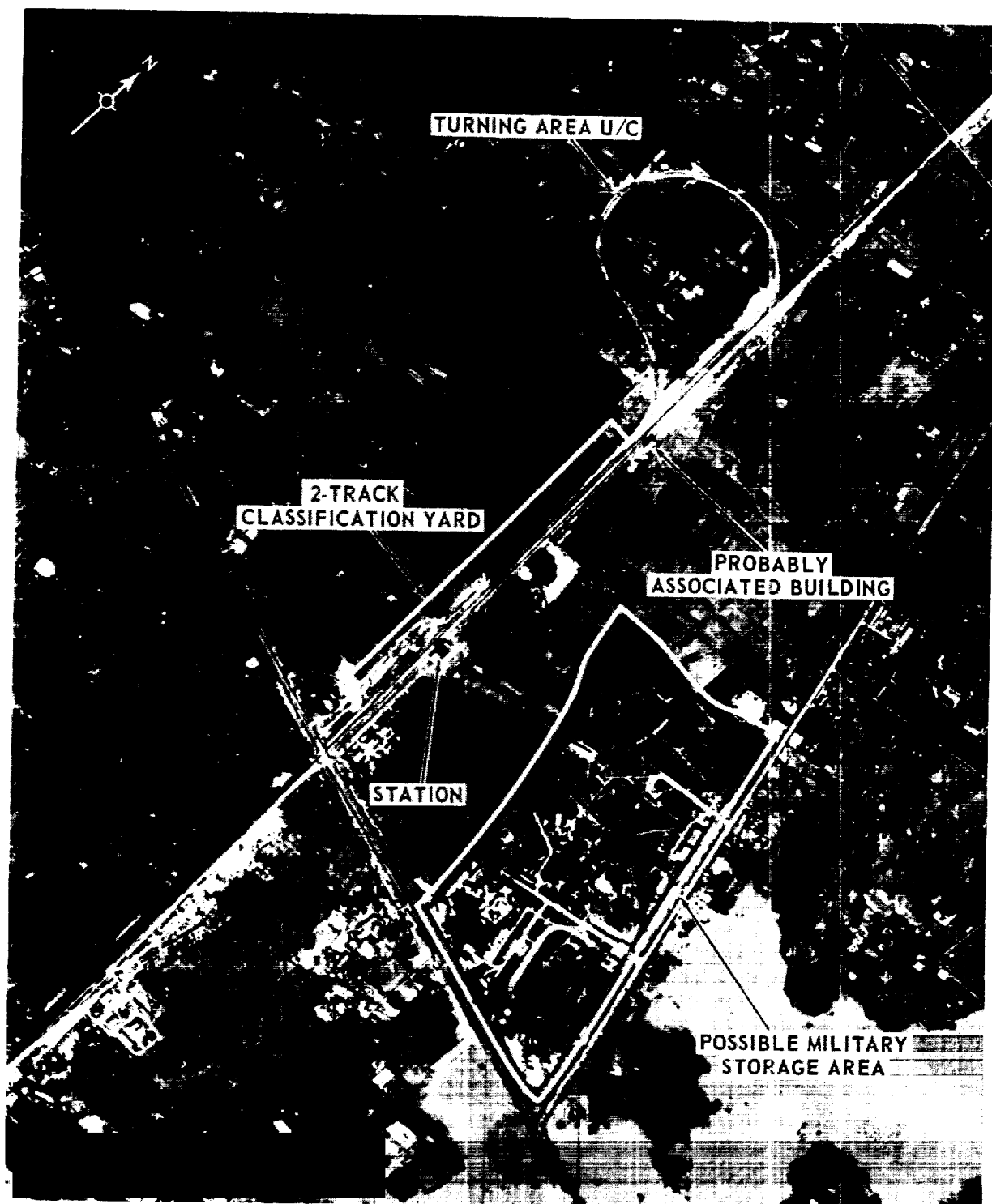
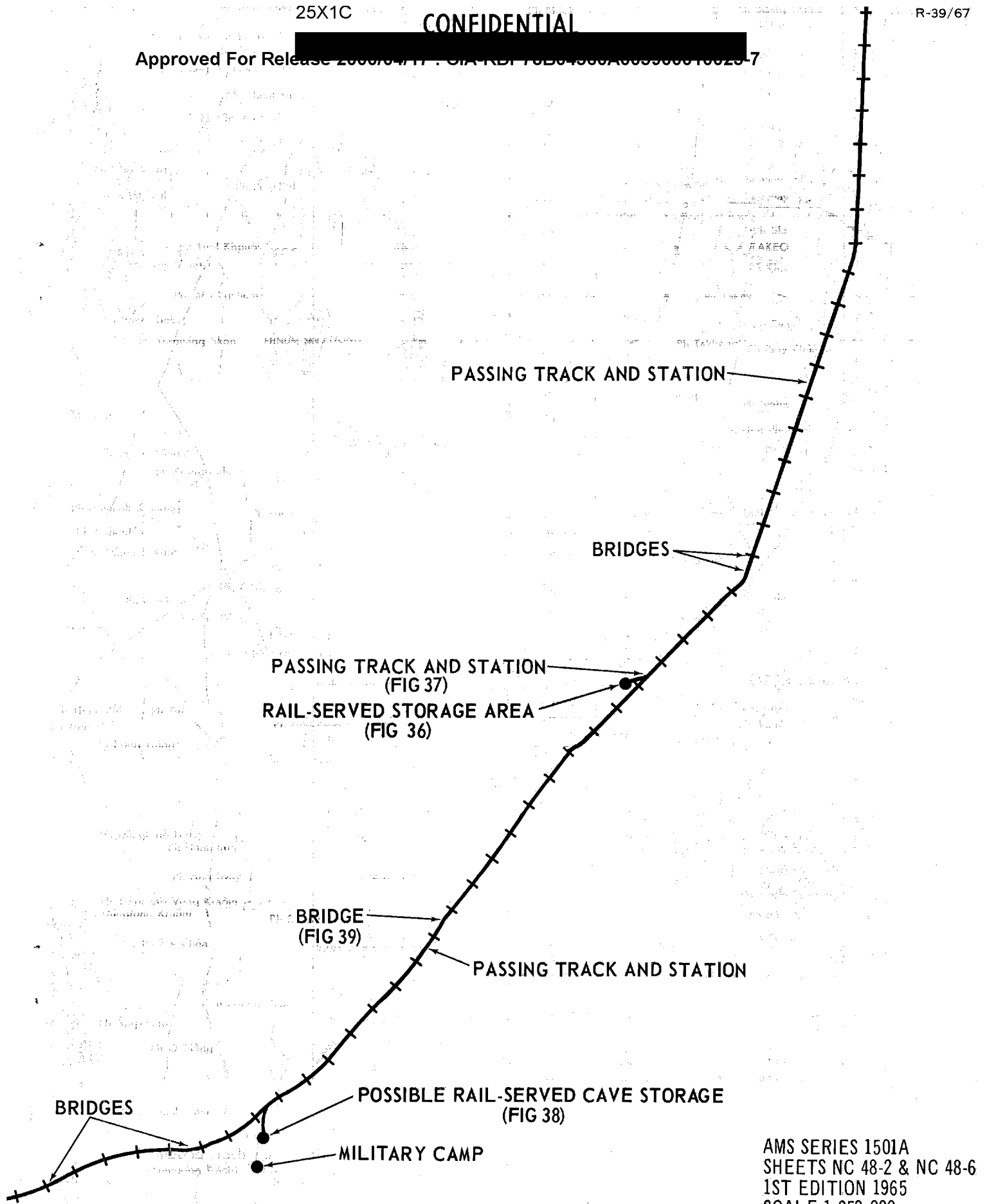


FIGURE 35. RAILROAD CLASSIFICATION YARD AND STATION, PHNOM PENH KAMPOT RAIL LINE, CAMBODIA

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APIC L-7292 (3/67)

FIGURE 36. RAIL-SERVED STORAGE AREA, PHNOM PENH KAMPOT RAIL LINE, CAMBODIA

25X1D

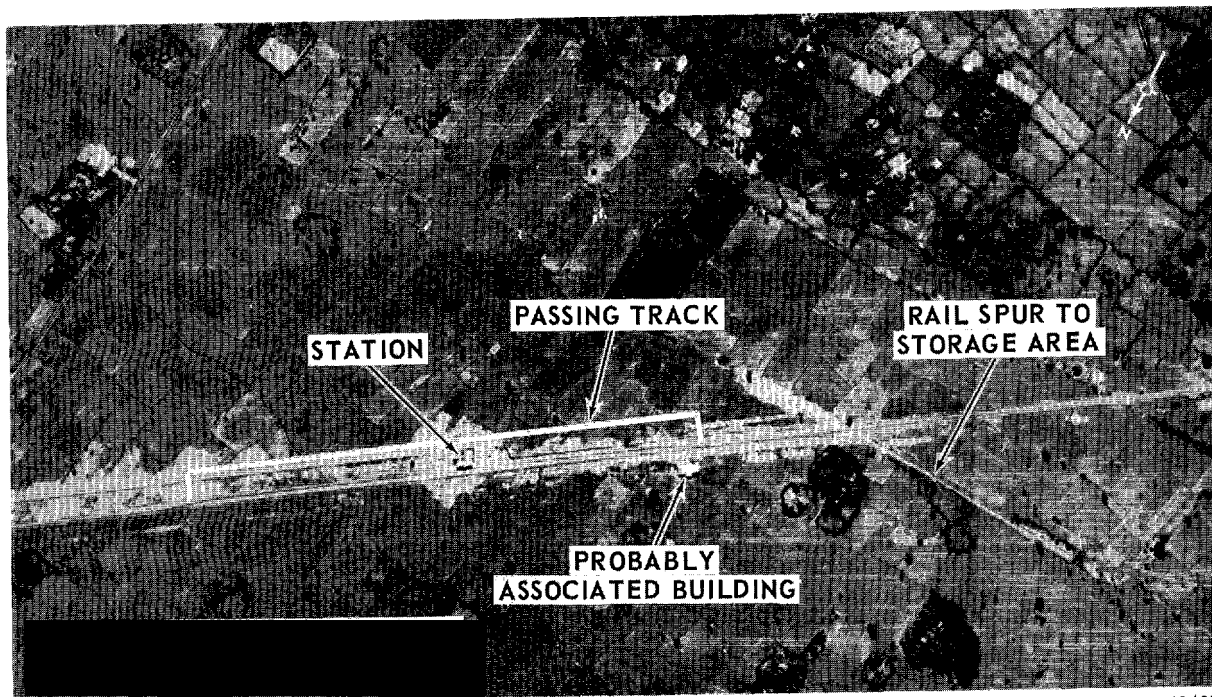


FIGURE 37. PASSING TRACK AND RAILROAD STATION, PHNOM PENH/KAMPOT RAIL LINE, CAMBODIA

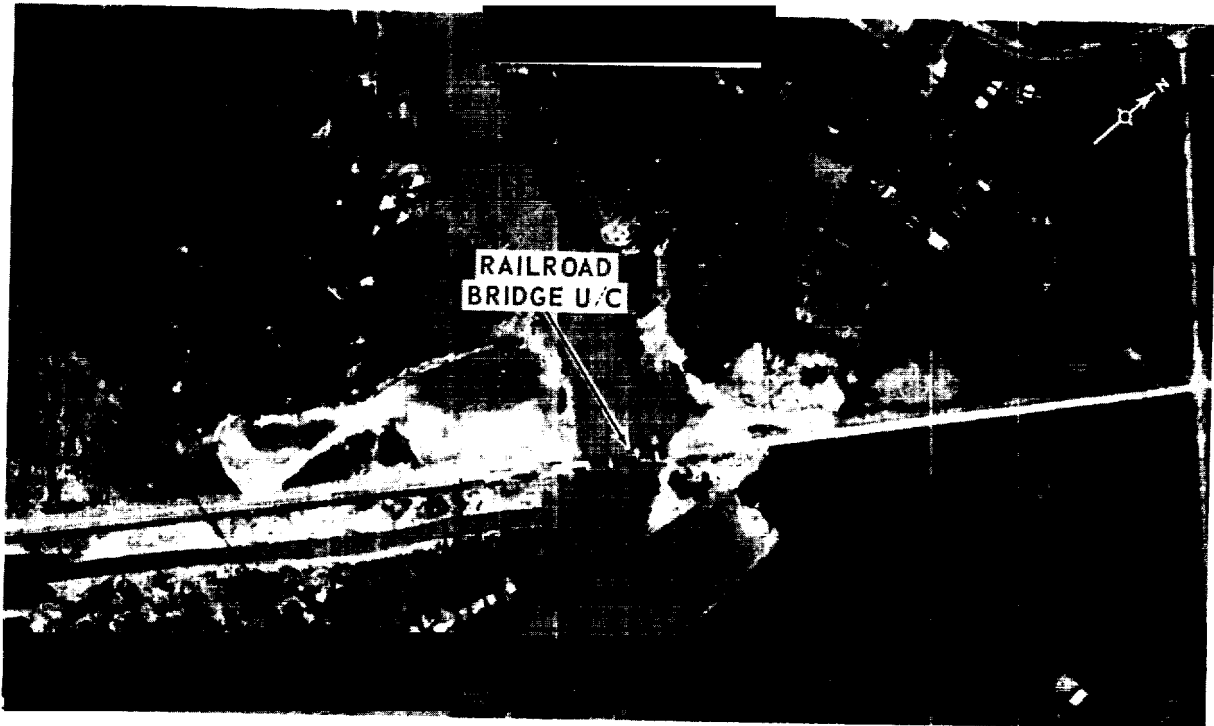
NPIC L-7293 (3/67)

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FIGURE 39. RAILROAD BRIDGE, PHNOM PENH KAMPOT RAIL LINE, CAMBODIA

APIC L-7295 (3/67)

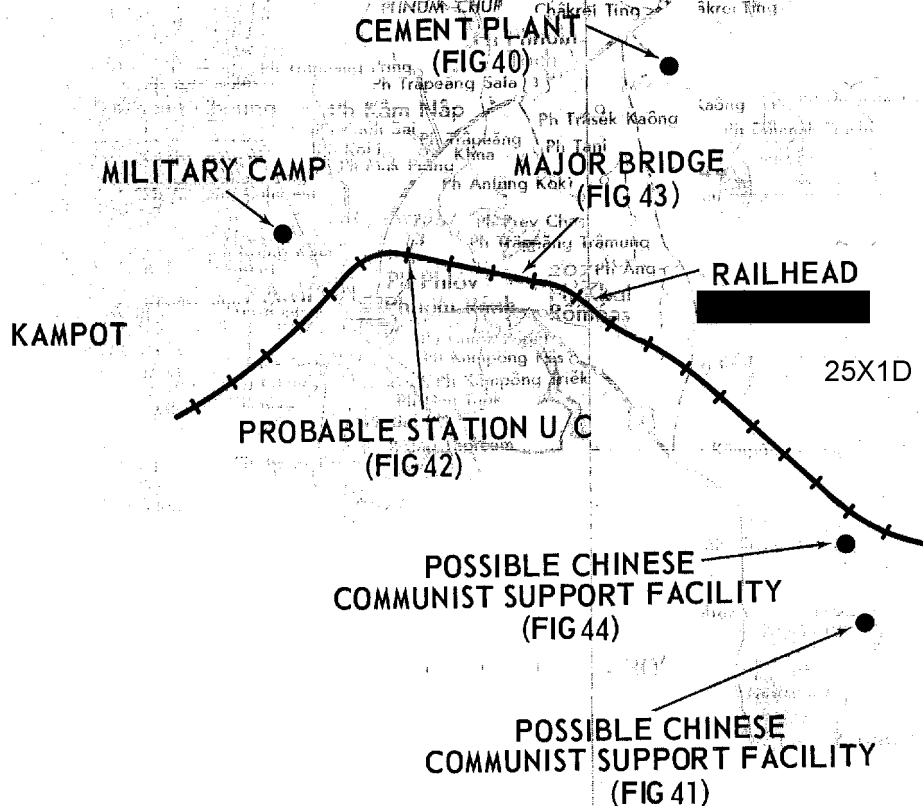
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CAMBODIA

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SOUTH VIETNAM

AMS SERIES 1501A
SHEETS NC 48-5 & NC 48-6
1ST EDITION 1965
SCALE 1:250,000

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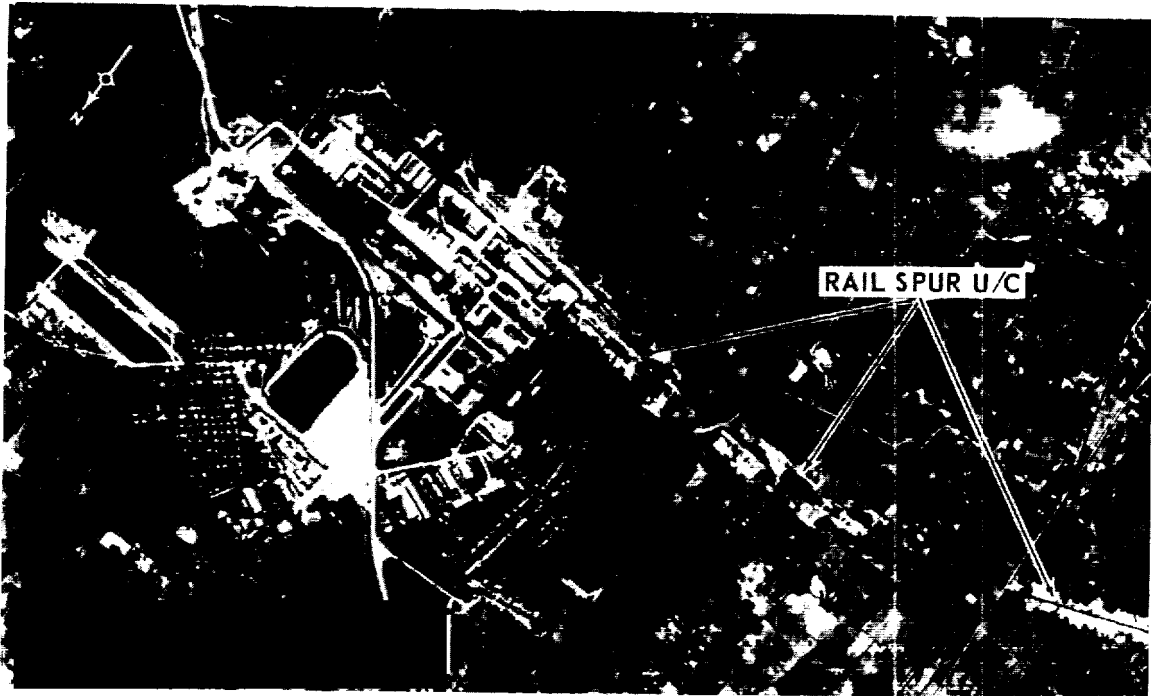


FIGURE 40. CEMENT PLANT PH PHNUM TOCH AREA, CAMBODIA

NPIC L-7297 (3/67)

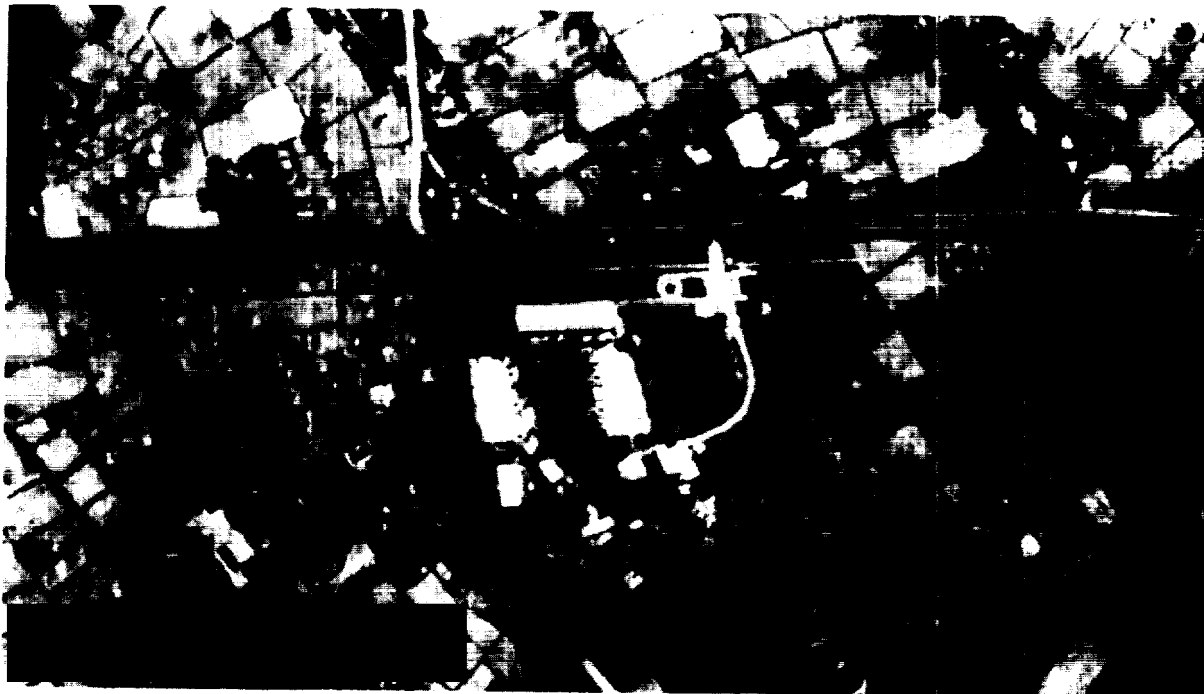


FIGURE 41. POSSIBLE CHINESE COMMUNIST SUPPORT FACILITY, KRONG KEF AREA CAMBODIA

NPIC L-7298 (3/67)

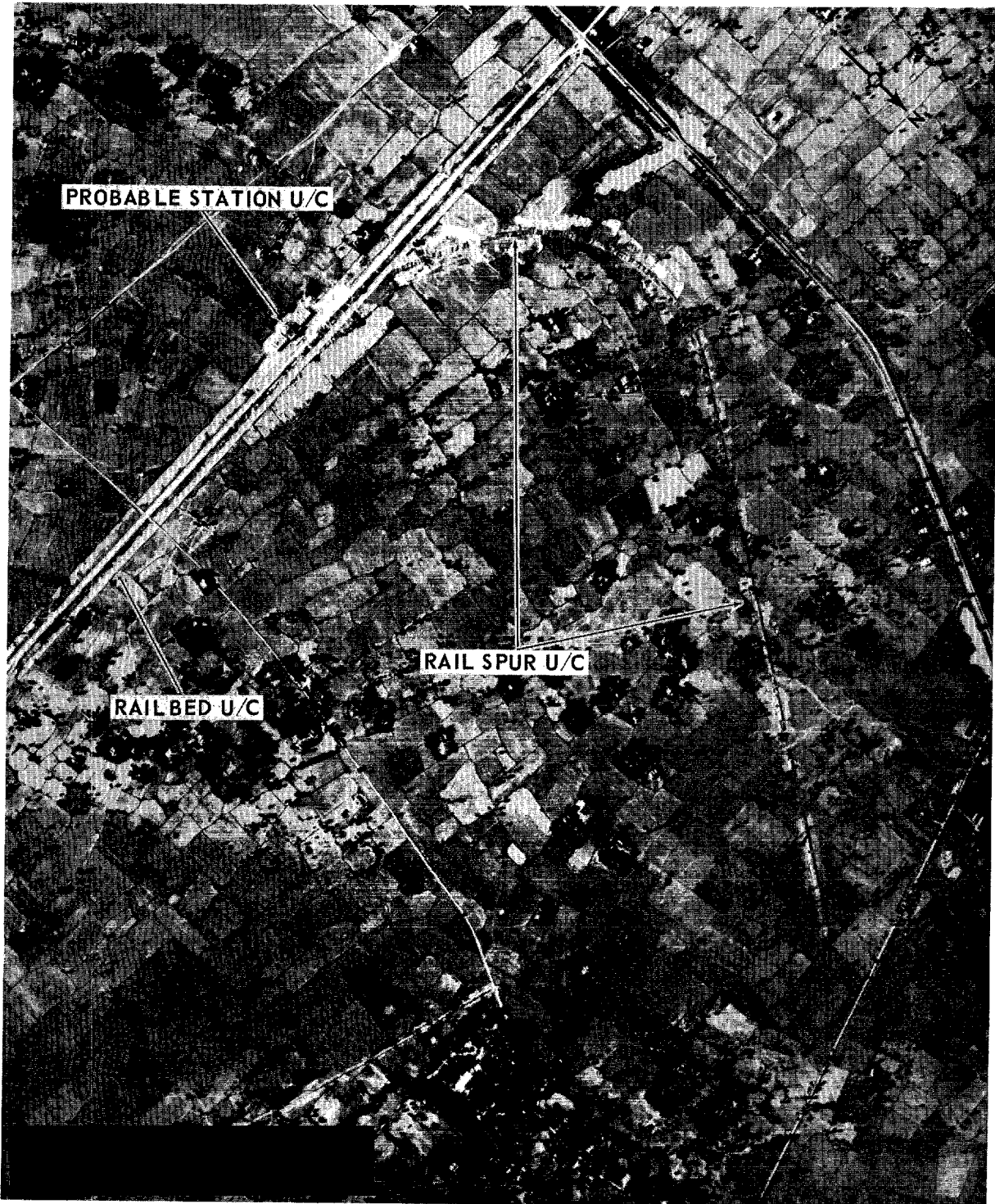


FIGURE 42. PROBABLE RAILROAD STATION UNDER CONSTRUCTION,
PHNOM PENH/KAMPOT RAIL LINE, CAMBODIA

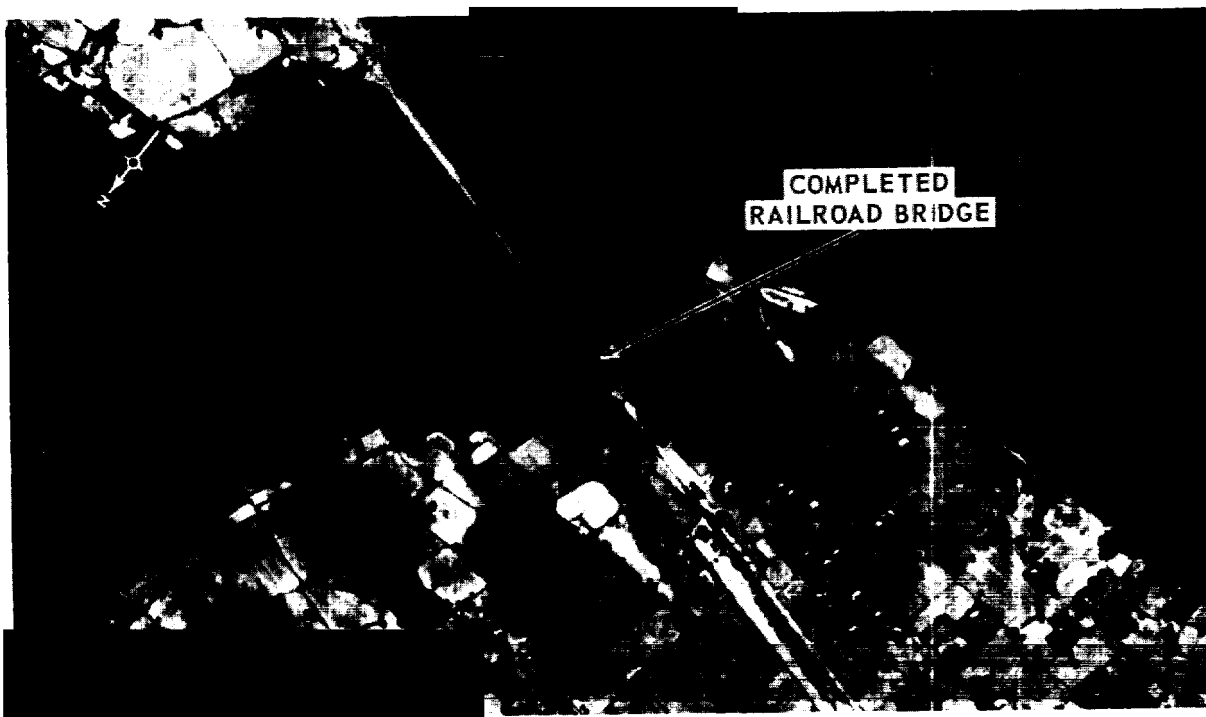
NPIC L-7299 (3/67)

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NPIC L-7300 (3/67)

FIGURE 43. RAILROAD BRIDGE, PHNOM PENH KAMPOT RAIL LINE, CAMBODIA

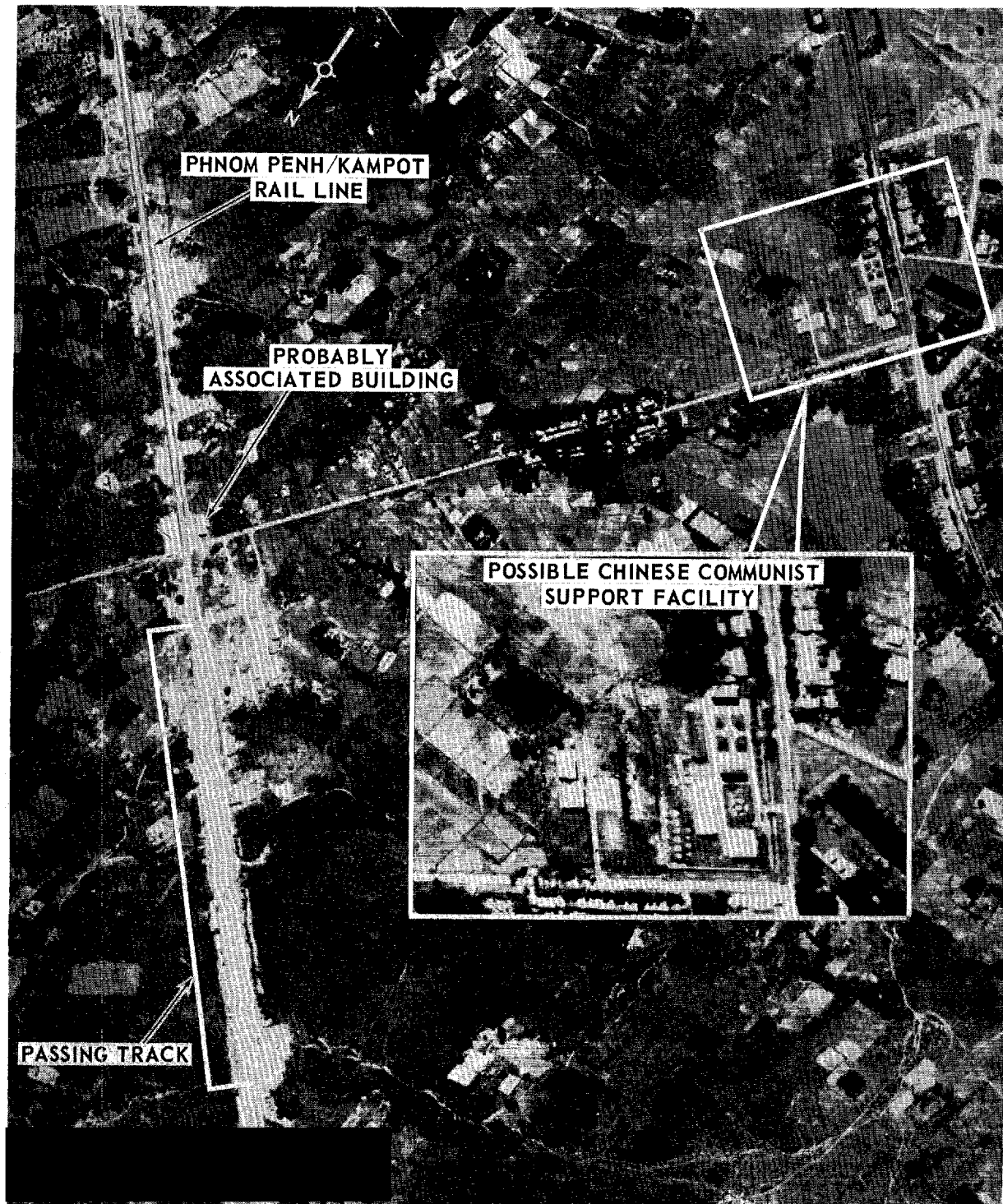
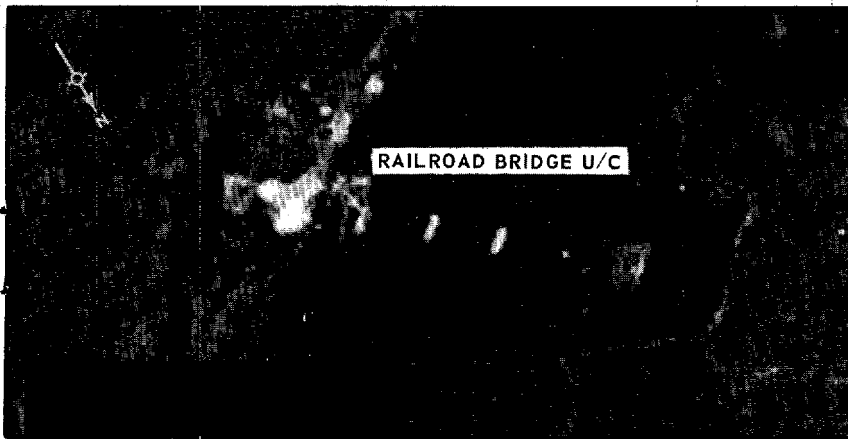


FIGURE 44. POSSIBLE CHINESE COMMUNIST SUPPORT FACILITY, PH DAMNAK CHANG AEU, CAMBODIA

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25X1D

SIHANOUKVILLE

CAMBODIA

--- RAILBED U/C
 — PROBABLE CLEARING
 FOR RAILBED

AMS SERIES 1501A
 SHEET NC 48-5
 1ST EDITION 1965
 SCALE 1:250,000

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